

CHAPTER 1 - INTRODUCTION

1.1 GUALALA TOWN PLAN

Gualala is a small coastal community situated in the southwest corner of Mendocino County at the mouth of the Gualala River. The town of Gualala is a service center for the south coast of Mendocino County and for The Sea Ranch and northern Sonoma County. While serving a regional population of about 2,500 persons, the scenic beauty and recreational opportunities of the Gualala area attract many thousands of visitors each year.¹

Gualala is located within the unincorporated area of Mendocino County. Land use decisions are governed by the Mendocino County Local Coastal Program (LCP) and the Mendocino County General Plan, as interpreted by the County Planning Commission and Board of Supervisors.

The Gualala Town Plan amends the Coastal Element of the Mendocino County General Plan, as adopted and certified in November 1985 and revised in March 1991. The regulatory ordinances for implementation of the Gualala Town Plan shall be adopted as amendments to the Mendocino County Coastal Zoning Code (Title 20, Division II of the Mendocino County Code). The Gualala Town Plan provides planning goals and policies establishing a scenario for growth within the Gualala Town Plan area over a 30-year planning horizon.

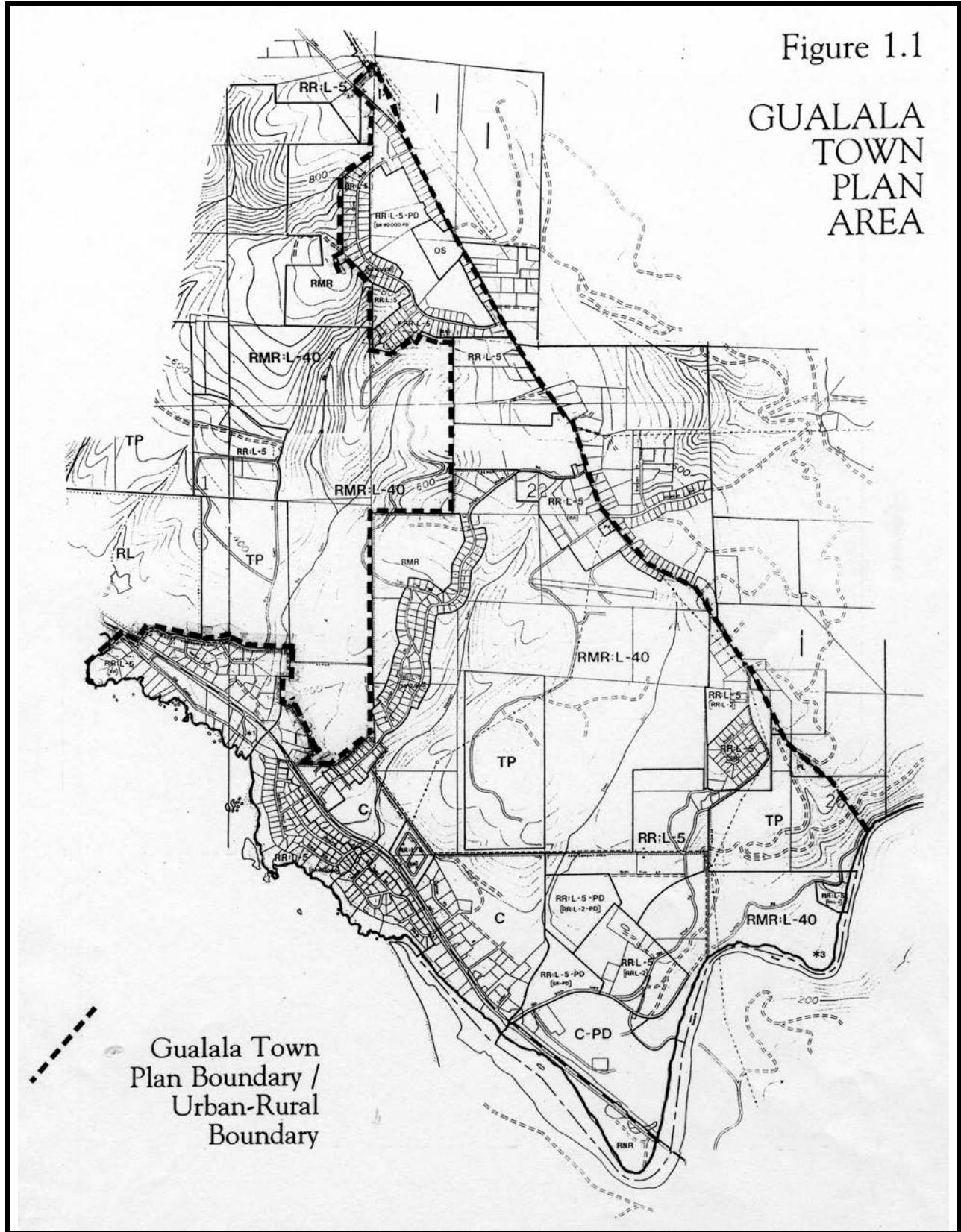
The Gualala Town Plan and associated implementing zoning ordinance shall be applicable to the geographic area known as the Gualala Town Plan Area as described in Section 1.2 of the Plan. No land, building, structure, or premises shall be developed or reconstructed in a manner that is inconsistent with the Gualala Town Plan or the associated zoning ordinance.

1.2 PLANNING AREA

As shown on Figure 1.1, the Gualala Town Plan area includes the commercial district of Gualala and adjoining residential areas. It is roughly bounded by the Gualala River on the south, the Pacific Ocean on the west, Old Stage Road on the east, and the Marine View and Pacific View subdivisions, Pacific Woods Road and the Ocean Ridge subdivision on the north.

The Town Plan area includes most of the lands within the Gualala Community Services District service area and sewer assessment area, as well as the Ocean Ridge subdivision and the intervening residential and resource lands. All of the lands within the Town Plan area are within the North Gualala Water Company's service area, although some parcels are served by private domestic wells.

¹ Based on information provided by the Mendocino County Tax Collector and The Sea Ranch Association, it is estimated that approximately 65,700 visitors came to the Gualala-Anchor Bay area in 1994 and 93,100 visitors came to The Sea Ranch in 1994 (not including second home residents and campers). The regional population estimate includes residents from Stewarts Point in Sonoma County to Iversen Road in Mendocino County.



1.3 PLANNING PROCESS

The Mendocino County Coastal Element, adopted in 1985, provides general goals and policies governing development throughout the entire coastal zone, and specific policies for establishment of an urban-rural boundary in Gualala and for public access to the coast in the Gualala area.

In the late 1980's, after a decade of rapid growth and development in Gualala², an ad hoc group called the Gualala Area Coalition formed to evaluate the planning issues facing Gualala and to open up the avenues of communication between Gualala and the County government in Ukiah. In response to the Coalition's activities, the Mendocino County Board of Supervisors established a local planning council for the Gualala area in 1990. The Gualala Municipal Advisory Council (GMAC) was created with a two-fold mandate:

- To advise the Board of Supervisors on current development applications; and
- To initiate long-range planning efforts to update the Coastal Element of the Mendocino County General Plan as it pertains to the Gualala area.

The Gualala Town Plan emerged from four years of community discussions at GMAC meetings and community workshops. The Town Plan was prepared with the input of more than three hundred local residents and visitors. The Plan Committee, an informal group of about thirty area residents, land owners, developers, and business people, met regularly to develop the basic concepts presented in the Town Plan. The GMAC reviewed the Town Plan, facilitated public discussions of its content, and at public meetings over the course of more than three years, adopted the various policies and recommended implementing ordinances. The GMAC's Gualala Town Plan was submitted to the County Board of Supervisors in May 1995. After an initial review by County staff and public agencies, a revised draft Gualala Town Plan was prepared by the Gualala Town Plan Advisory Committee which included representatives of GMAC, the Board of Supervisors, Planning Commission and Planning Department staff. Final adoption of the Gualala Town Plan follows public hearings by the Mendocino County Planning Commission, Board of Supervisors, and California Coastal Commission.

1.4 HOW TO USE THIS PLAN

Following this introductory chapter, Chapter 2 provides an overview of the planning issues and goals for the Gualala Town Plan area. Chapter 3 establishes policies for future development in the Town Plan area. Chapter 4 defines the land use classifications for the Gualala Town Plan. Chapter 5 provides definitions, and Chapter 6 contains the appendices.

The Gualala Town Plan amends the Mendocino County Coastal Element, providing specific goals and policies governing development in the Gualala Town Plan area. It should be noted that

² According to the U.S. Census of Population and Housing, the population of the Gualala area (from Iversen Rd. to the Gualala River) was about 1,275 persons in 1980 and grew to about 1,750 persons in 1990, representing a 37% increase in population. During this same period, the overall growth rate for unincorporated Mendocino County was about 20%, which is considerably less than that experienced in the Gualala area.

both goals and policies are intended to be the standard of review utilized by the permit issuing authority; including the Coastal Commission in its review of an appeal of a project approved by the County within the Town Plan area. The Town Plan is consistent with the established goals and policies of the Coastal Element which pertain to environment and resources, access and recreation, and development. Several minor text amendments in the Coastal Element provide references to the Gualala Town Plan. Amendments to the Land Use Plan maps incorporate the revised land use designations for the Gualala Town Plan. Where there is a conflict among policies within the Town Plan, or between policies in the Town Plan and the rest of the certified Local Coastal Program, the more restrictive policy shall apply.

The Gualala Town Plan is implemented by the Mendocino County Coastal Zoning Code (Title 20, Division II). Amendments to the Zoning Code incorporate the four newly-created zoning districts for the Gualala commercial area and the second residential units ordinance. Other provisions of the Coastal Zoning Code, including but not limited to Use Type definitions, Residential zoning district regulations, off-street parking regulations, signage regulations, environmentally sensitive habitat area regulations, etc., will continue to apply to development in the Gualala Town Plan area.

CHAPTER 2 - ISSUES AND GOALS

The Gualala Town Plan evolved out of four years of discussions, meetings, and workshops attended by local residents, property owners, business persons and developers. Results of a survey questionnaire and summaries of three community workshops helped direct the Town Plan. Many community concerns regarding future development were identified during the planning process. Although unanimity was not always achieved as to how to resolve the challenges posed by new development, there was general consensus in the definition of the key planning issues facing Gualala. The issues and goals which help define a vision for Gualala's future are discussed in this chapter.

2.1 COMMUNITY IDENTITY³

The town of Gualala does not have a town center, distinctive architectural style or historic context that provides a visual community identity. The Gualala Hotel and the Kidd House are two of the few structures which give testimony to Gualala's past. There are no visible remnants of the saw mills or other hints of the logging industry that formed the town's economic base for so much of its history. Most buildings in town were constructed in the 1960's and 1970's and fall within the architectural genre loosely known as the north coast style which is characterized by one- or two-story, wood frame structures with mildly sloping roofs and varying degrees of overhang. Windows and door openings are simple, and exterior facades are generally constructed of weathered or painted wood.

Gualala is a service center and, as such, has developed with primary consideration given to automobiles. The commercial district of Gualala stretches along a two-mile section of Highway 1. Buildings are scattered along the highway strip, and people frequently drive from one destination in town to the next. With few exceptions, there are no sidewalks along the highway and only one crosswalk. Despite this, pedestrians routinely wind their way through parking lots and along the edge of the highway, attempting to navigate the town on foot.

The conjunction of several elements of natural beauty provides the setting for the town of Gualala. Gualala is located on the north bank of the Gualala River at its junction with the sea. On the south side of the river, in Sonoma County, the headlands and beach at Gualala Point are protected as a public park. Scenic vistas of the river, ocean, beach and headlands are available from many locations in town. On its inland edges, the town is framed by a backdrop of forested hillsides.

Gualala, as the southern "gateway to the Mendocino Coast," has great potential to achieve a more distinctive, attractive and memorable town character. This potential derives, in part, from the present lack of large-scale developments, franchises, traffic lights, and other urban fixtures which would diminish the small-town, rural feel of Gualala. Existing development is relatively small-

³ Portions of this discussion were excerpted or paraphrased from "Which Way Gualala?" by Jo Ann Rouse, a publication sponsored by the North Coast Institute (1987).

scale and dispersed, with plenty of vacant land for infill projects and the development of other public amenities. The large, undeveloped area immediately east of town could serve as a future downtown expansion area, averting continued strip development along Highway 1. Many coastal views are presently blocked by buildings. Some redevelopment is likely to occur on the west side of Highway 1 in the future, since several of the existing buildings do not take advantage of their spectacular settings. Future redevelopment should provide greater access to views of the river and coastline. Additionally, a public access easement has been acquired along the bluff of the Gualala River, west of the commercial district. Development of a public coastal trail within the easement will offer access to spectacular views of the river, Gualala Point beach and the Pacific Ocean.

Goal G2.1-1: To preserve and enhance the rural, coastal character of the town of Gualala, to better integrate future development with the natural surroundings, to protect and restore coastal views, and to improve public access to the coast.

2.2 COMMERCIAL AND RESIDENTIAL BUILDOUT IN GUALALA TOWN PLAN AREA

The Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts replace the “Commercial” zoning designation assigned by the Coastal Element (as revised, March 1991) and provide more restrictive development standards. Table 2.1 presents a comparison between the regulations which affect the scale of new development in the Coastal Element (March ‘91), and in the Gualala Town Plan.

	Commercial District (LCP, March ‘91)	Gualala Village Mixed Use District	Gualala Highway Mixed Use District	Gualala Planned Development District
Maximum Building Height	35’	28’ (E of Hwy) 18’ (W of Hwy)	28’	28’
Maximum Lot Coverage	50%	25% (E of Hwy) 20% (W of Hwy)	20%	to be determined ²
Max. Floor-Area Ratio (FAR)	none ¹	35% (E of Hwy) 30% (W of Hwy)	30%	to be determined ²

¹ Since three-story structures and a 50% lot coverage are permitted, the FAR is effectively 150%. It should be noted that in 1994, the average FAR in Gualala was 15%.

² In the Gualala Planned Development district, lot coverage and FARs are established as part of a Precise Development Plan.

As shown on Table 2.1, the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Planned Development zoning districts of the Gualala Town Plan are considerably more restrictive than the Commercial district of the Coastal Element and Zoning Code (March ‘91).

Table 2.2 presents summary information comparing commercial development in 1993, buildout under the Coastal Element (March '91), and buildout under the Gualala Town Plan. As shown, estimated commercial buildout under the Gualala Town Plan is about 1.8 million square feet less than (or 28% of) the estimated buildout that could occur under the Coastal Element (March '91).

TABLE 2.2 COMMERCIAL BUILDOUT COMPARISON FOR GUALALA TOWN PLAN AREA	
Existing Commercial Development (1993)	185,000 square feet
Commercial Buildout under Coastal Element (March '91) ¹	2,846,210 square feet
Commercial Buildout under Gualala Town Plan ²	1,015,383 square feet
Reduction in Commercial Buildout Potential under Gualala Town Plan	-1,830,827 square feet

¹ Assumes 62 acres of Commercial property, plus 104 acres of Commercial property in large parcels, of which .20 is dedicated to roads and utilities, leaving 83.2 acres for development. A total of 145.2 acres at .60 FAR (i.e., 2 stories in height and 30% lot coverage)=3,794,947 sf. Although the Commercial zone allows 50% lot coverage, generally 30% is the maximum that can be achieved while meeting County off-street parking requirements. Commercial buildout is assumed to be 75% of full buildout=2,846,210 sf

² Assumes 62 acres of GVMU, GHMU and 83.2/2 acres of GPD (since 50% residential development is req'd)=103.6 acres at .30 FAR=1,353,845 sf(75%)= 1,015,383 sf

While the Gualala Town Plan significantly reduces commercial buildout potential, it increases potential residential buildout in Gualala by about 428 dwelling units. This increase results from three factors: (1) residential uses are allowed as principal uses in the Mixed Use districts; (2) at least 50% of the acreage of Gualala Planned Development district parcels is required to be developed with residential uses; and (3) second residential units are permitted in the Town Plan area.

The potential for future residential development in the Gualala Town Plan area is summarized in Table 2.3. Buildout projections for the outlying area (north of the Town Plan area to Iversen Road) are also shown, in order to provide a broader context in which to view future growth. Table 2.3 does not include development projections for the Residential Reserve area since the Town Plan does not actually change the land use classifications and zoning on the subject properties.

Table 2.4 presents the bottomline— comparisons of compounded annual growth rates and projected populations associated with buildout under the Coastal Element (March '91), and the Gualala Town Plan.

	Buildout Under Coastal Element (March '91)	Buildout Under Gualala Town Plan ¹	Buildout of Iversen Rd. to north boundary of Gualala Town Plan area (per Coastal Element, March '91)
(a) Existing Dev'ped Parcels	390	390	577
(b) Existing Undev'ped Parcels	<u>183</u>	<u>183</u>	<u>475</u>
(c) Total Existing Parcels <i>(c)=a+b</i>	573	573	1,052
(d) Potential New Parcels	389 ²	244	221
(e) Residential Devpmt. on Mixed Use and Planned Development parcels	—	400	—
(f) Second Residential Units	—	100	—
100% Buildout (new residences/total residences) <i>(b+d+e+f)/(c+d+e+f)</i>	572/962	927/1,317	696/1,273
75/50% Buildout ³ (new residences/total residences) <i>a+(.75b)+(.5d)+e+f</i>	331/721	759/1,149	467/1,044

¹ The Gualala Town Plan residential buildout projections do not include potential future development on parcels within the "Residential Reserve" area. Although the Plan designates the "Residential Reserve" as an appropriate location for future residential growth, substantial environmental analysis, followed by LCP amendments and rezoning, would be necessary prior to development at densities greater than the 40-acre and 160-acre minimum parcel sizes permitted by the present RMR-40 and FL zoning.

² This number includes 120 new parcels which could potentially be created in the North Gualala Subdivision, since the SR zoning allows 6,000 sf lots in areas with community water and sewer systems. It also includes 53 new parcels which could be created when sewer facilities are extended to serve the Gualala Heights Subdivision. A substantial number of these parcels (114) have existing homes which may preclude further subdivision.

³ Full buildout represents development of residences on all existing parcels and on all parcels which could be created by land divisions, in accordance with designated minimum lot sizes. Since the 100% buildout scenario is unlikely to ever occur, the Planning Division selected a partial buildout scenario to represent the maximum theoretical buildout scenario. This scenario assumes that 75% of existing undeveloped parcels would be built upon and 50% of the new parcels which could be created by potential land divisions would be created and built upon. For the Gualala Town Plan buildout scenario, it is assumed that 400 residential units on Mixed Use and Planned Development parcels would occur. It is also assumed that 100 second residential units would be constructed.

**TABLE 2.4
POPULATION PROJECTIONS AND ANNUAL GROWTH RATES**

	Population Estimates ¹	Compounded Annual Population Growth
Historic Annual Growth Rates for Unincorporated Mendocino County(1980-1990)		1.8%
Historic Annual Growth Rate for area from Sonoma County line to Iversen Road (1970-1990)		3.4%
Estimated 1994 Population of Gualala Town Plan area	652	
Estimated 1994 Population of Area north of Gualala Town Plan boundary to Iversen Road	<u>964</u>	
TOTAL Estimated 1994 Population Sonoma County line to Iversen Road	1,616	
Gualala Town Plan area (a) Buildout under Coastal Element (March '91) 75/50% Scenario (20-year buildout)	1,205	3.1%
Area north of Gualala Town Plan boundary to Iversen Road (b) Buildout under Coastal Element (March '91) 75/50% Scenario (20- year buildout)	1,744	3.0%
Sonoma Co. line to Iversen Road(c)=a+b Buildout under Coastal Element (March '91) 75/50% Scenario (20-year buildout)	2,949	3.1%
Gualala Town Plan area(d) Buildout under Gualala Town Plan 75/50% Scenario (30-year buildout)	1,920	3.7%
Sonoma Co. line to Iversen Road Buildout under Gualala Town Plan (75/50% Scenario) (e)=d+b (30-year buildout)	3,664	2.8%

¹ Population estimates are based on the existing and projected number of housing units and assume that 77% of total housing units are occupied and 2.17 persons reside in each occupied housing unit. (The occupancy and persons per household statistics are from 1990 U.S. Census data for the Gualala area.)

2.3 RESIDENTIAL DEVELOPMENT

A primary goal of the Gualala Town Plan is to concentrate future residential growth within the Town Plan area, thereby relieving development pressures on resource lands in the outlying areas. This is also intended to decrease automobile traffic and relieve traffic congestion by allowing for alternative modes of transportation. By providing for more residential development and less commercial development, the Town Plan strives to achieve a closer balance between residential

and commercial growth. Four significant policy changes affect future residential growth in the Gualala Town Plan area:

1. The Gualala Town Plan assigns a “Mixed Use” zoning designation to most of the commercial properties in Gualala. The Mixed Use designation allows residential uses as a principal use, alleviating the requirement for a use permit.
2. The Gualala Town Plan assigns a “Planned Development” zoning designation to the two largest commercial properties in town (40-acre parcel east of Church Street, 58-acre Lower Mill site south of Old State Highway). The Planned Development district requires that at least half of the total acreage be devoted to residential uses.
3. The Gualala Town Plan allows for development of second residential units on parcels within the Town Plan area. The second units are intended to help provide more affordable housing in the Town Plan area.
4. The Gualala Town Plan also provides for the long-range planning of future residential development areas. A 480-acre area east of town is designated “Residential Reserve,” identifying it as a suitable location for future residential development.⁴

Goal G2.2-1: To guide development and preservation efforts in the Gualala Town Plan area over the next twenty years by reviewing and adjusting land use designations and providing criteria for judging future development proposals.

Goal G2.2-2: To provide for the development of affordable housing in the Gualala Town Plan area by:

- adopting inclusionary zoning measures,
- allowing residential development as a principal use in the commercial districts,
- requiring residential development on Gualala Planned Development district parcels, and
- allowing for second residential units within the Gualala Town Plan area.

Goal G2.2-3: Three guiding principles are established to determine appropriate locations for future residential development:

1. Concentrate new development within the Gualala Town Plan area, where it can be served by community water and sewer systems and will minimize traffic impacts on Highway 1.

⁴ The Residential Reserve area is presently zoned Remote Rural-40 acre minimum (RMR-40) and Forest Land (FL). In acknowledgment of the need for substantial environmental analysis prior to increasing residential densities in the Residential Reserve area, the Gualala Town Plan leaves the existing zoning in place. Future Local Coastal Plan (LCP) amendments and rezoning would be necessary for residential development at greater densities than permitted by the RMR-40 and FL zoning within the Residential Reserve area.

2. Preserve and protect land used for crop and timber production, and environmental resources, including wetlands, steep gulches, stream corridors and coastal views.
3. Retain the character of existing residential neighborhoods.

2.4 COMMERCIAL DEVELOPMENT

As shown in Table 2.2, under the Coastal Element (March '91), more than 2.8 million square feet of commercial space could be developed in Gualala. Under the Gualala Town Plan, maximum commercial buildout is reduced to approximately one million square feet. This represents a 64% reduction in the buildout potential of commercial properties.

Existing development represents only a small percentage of potential commercial development. It is imperative that future development be planned and coordinated so that the existing commercial district remains viable, pedestrian and automobile circulation works, and the town retains, or develops, a visually-integrated appearance.

Goal G2.4-1: To provide for a level of commercial development that corresponds to potential residential development opportunities, public service availability, and road capacity.

About 60 percent of vacant commercial property in Gualala is contained in two large parcels: a 40± acre site east of Church Street and the 58± acre Lower Mill site east of Highway 1 and south of Old State Highway (Figure 2.1). Clearly, development of these properties will greatly influence the future character of the town of Gualala.

Goal G2.4-2: To establish a process for the planned development of the two large commercial parcels (Lower Mill site and east of Church Street) which will allow for creative site planning and design, and will provide substantial opportunities for public participation in the planning process.

A widely distributed survey questionnaire helped reveal community concerns about the aesthetic appeal of Gualala's commercial district. On a scale of 1 to 5, with 5 representing "very much needed" the need for the following elements was assessed:

Building height limits	4.6
Design guidelines	4.3
Tree removal limits	4.2
Landscaping	3.6
Sign guidelines	3.5
Street tree planting	3.0

At three community workshops held to help establish goals for the Gualala Town Plan, discussion repeatedly focused on the need for development to fit in with the coastal setting and the desire for protection (and restoration) of coastal views in town.

Goal G2.4-3 To provide guidelines for new development and public improvements which inspire creativity and enhance the character of Gualala's commercial district by encouraging development that is in harmony with the natural, coastal setting of the town.

Goal G2.4-4 To encourage the preservation and enhancement of coastal and river views and the provision of public access to these views.

2.5 PUBLIC SERVICES AND ROAD CAPACITY

While it is instructive to look at the total amount of existing and potential residential and commercial development in the Town Plan area, it is also important to understand the various factors that constrain future growth. Development in Gualala is constrained, in part, by the capacity of the infrastructure which serves it. In particular, the capacity of Highway 1, the availability of water, and the capacity of the community sewer system limit both the amount and location of development in the Town Plan area.

Highway 1 Capacity

In the California Coastal Act of 1976, the California legislature mandated that Highway 1 "in rural areas of the coastal zone remain a scenic two-lane roadway" (PRC Section 30254). While this mandate serves as an overall constraint to future growth on the Mendocino coast, highway improvements within urbanized areas, such as Gualala, can increase the local capacity of the roadway to accommodate growth. The Gualala Traffic Study (TJKM, February 1995) evaluates existing and projected traffic conditions on Highway 1 in the Gualala area.

The Traffic Study found that under existing conditions, all intersections and road segments on Highway 1 in the Gualala commercial district were operating at "acceptable" levels of service (LOS) in 1994.⁵ The heaviest congestion and delays were experienced at the Sundstrom Mall entry/Highway 1 intersection, which operated at LOS D.

The Traffic Study found that projected increases in traffic volumes on Highway 1 resulting from buildout of commercial and residential lands under the Gualala Town Plan (under the 75/50% Scenario) would degrade operations on Highway 1 from Old State Highway to Pacific Woods Road and at five intersections in the commercial district to a level of service F, which is unacceptable. However, the Traffic Study found that increased traffic volumes can be

⁵Level of service (LOS) is used to rank traffic operations based on traffic volumes and roadway capacity, using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. According to Caltrans' *Route Concept Report*, a level of service D is acceptable on rural road segments.

accommodated if improvements are made to increase the capacity of the Highway 1 corridor within Gualala's commercial district. Recommended improvements necessary to accommodate increased traffic volumes from projected buildout under the Gualala Town Plan, while ensuring Highway 1 operates at a level of service D or better, include:

- Two-way left-turn lane on Highway One from Old State Highway to Bakertown.
- Development of parallel roadway east of Highway One (along Church Street alignment), with a bridge over China Gulch.
- Installation of traffic signals on Highway 1 at Old State Highway, Sundstrom Mall and Ocean Drive.
- Left-turn channelization on Highway 1 at Old State Highway, Center Street, Sundstrom Mall, Ocean Drive and Pacific Woods Road.
- Northbound right-turn channelization on Highway 1 at Old State Highway.

At a public meeting to discuss the findings of the Gualala Traffic Study and at subsequent Gualala Municipal Advisory Council meetings, the general consensus was that traffic signals are undesirable, but may eventually be necessary to address public safety concerns. The other recommended improvements are considered acceptable, and alternative approaches to reducing congestion should be encouraged (such as mixed use developments, pedestrian and bicycle facilities, transportation demand management techniques, public transportation).

Goal G2.5-1 To create safe and pleasant pedestrian circulation within the commercial district and to reduce vehicular congestion and improve safety conditions along the Highway 1 corridor.

Water Supply

The entire Gualala Town Plan area is designated a Critical Water Resource zone by the Mendocino County Coastal Ground Water Study (State Department of Water Resources, 1982). Water service in the Gualala Town Plan area is provided in most locations by the North Gualala Water Company (NGWC), a privately-owned, public utility. The service area of the NGWC presently includes approximately 12,000 acres of land extending from the Gualala River north to the Haven's Neck subdivision and Fish Rock Road. The NGWC's primary water source is a production well (well #4) located on the North Fork Gualala River near Elk Prairie.⁶ Secondary water sources include two surface water sources at Robinson Gulch and Big Gulch.

The State Department of Health Services (DHS), Division of Drinking Water prepared a recent evaluation of the maximum possible source production from the NGWC's water sources. Assuming a 250 gallons per minute (gpm) production capacity for well #4, 50 gpm at Big Gulch,

⁶In 1992, 53% to 87% of the NGWC's water came from well #4 (Charles Rich, SWRCB, Nov. 18, 1993).

and 28 gpm at Robinson Gulch, DHS estimated the combined pumping capacity of the three existing water sources during low flow periods at 328 gpm. This is sufficient water to supply approximately 1,700 connections (equivalent meters), or about 783 additional connections beyond the year 1995 service connections.⁷

Standard acceptable engineering practice dictates that a municipal water supply shall be capable of: (1) meeting maximum day demand plus fire flow requirements, or peak hour demand—whichever is larger; and (2) meeting demands without the availability of the largest single water supply source. It is also accepted practice to increase the source incrementally to meet projected demand. A safety factor is maintained by only allowing development to reach a point which consumes 80% of the peak day demand available, before increasing the source.⁸ When the NGWC reaches 80% of capacity (1,360 connections based on a 328 gpm pumping capacity), a new source should be developed.

Table 2.5 presents information about current water consumption in the NGWC service area and projected future water demands within the Gualala Town Plan area and within the entire NGWC service area. The water demand projections presented in Table 2.5 exceed the supply projections by 543 connections.

If assessments of the current water supply, combined with future water development projects that may be successfully completed, do not demonstrate a sufficient amount of available water, then several possible actions may be necessary to achieve a balance between water supply and demands, including:

- Developing new water supply sources,
- Developing increased storage capacity for water supply during low flow periods,
- Increasing water conservation efforts,
- Restricting the amount of new development.

The North Gualala Water Company is urged to proceed with the institution of a water conservation plan. Additionally, voluntary water conservation measures are encouraged for all water users within the planning area.

The topic of water resources is considered in both the County's General Plan and Coastal Element. Numerous goals and policies are included within these documents with the intention of emphasizing the importance of the protection of the County's water resources. Coastal Element Policies 3.8-8 and 3.8-9 pertain to public water supplies, as well as "proof of water" requirements associated with development proposals. The General Plan Water Resources Chapter contains findings, goals, and policies that address water conservation, in-stream water flows, reduction of water pollution, protection of fisheries and wildlife, and prioritization of water users.

⁷Engineering Report for NGWC, Sept. 1993, Office of Drinking Water, State Department of Health Services.

⁸Based on information contained in an analysis of Water Supply Requirements for the North Gualala Water Company prepared by Rau & Associates, Inc., dated February 22, 1996.

TABLE 2.5
WATER CONSUMPTION & PROJECTED WATER DEMANDS
FOR GUALALA TOWN PLAN AREA

1995 connections in North Gualala Water Co. (NGWC) service area ¹ (a)	917	
DHS-estimate of maximum number of connections which could be served by NGWC system ² (b)	1,700	
	Gualala Town Plan	Coastal Element (March '91)
Estimated future residential connections within Gualala Town Plan area (75/50% buildout scenario) (c)	759	331
Estimated future commercial connections within Gualala Town Plan area ³ (d)	277	887
Total projected new connections within Gualala Town Plan area (c + d) = (e)	1,036	1,218
Estimated future connections within NGWC service area outside of Gualala Town Plan area ⁴ (f)	290	290
Total projected future connections in NGWC service area (e + f) = (g)	1,326	1,508
Deficit in connections at buildout of Gualala Town Plan, based on DHS-estimated NGWC source capacity (b - a - g)	-543	-725

¹ Rau & Associates, analysis of Water Supply Requirements for North Gualala Water Company, February 22, 1996.

² The "Engineering Report for NGWC," Sept. 1993, Office of Drinking Water, State Department of Health Services, estimates the production capacity of the NGWC system and estimates the number of connections which could be served based on historic water demand figures.

Assuming low flow production of 250 gpm from Well #4, 28 gpm from Robinson Gulch, 50 gpm from Big Gulch, the maximum output would be 0.47 million gallons per day. Assuming a maximum daily demand of 277/gal/connection, approximately 1,697 connections could be served.

³ Assuming 1,015,383 sf of commercial development at buildout under the Gualala Town Plan and 185,000 sf of existing commercial development, and given an average of one connection per 3,000 sf, approximately 277 additional connections are necessary to serve future commercial development. As shown in Table 2.2, the Coastal Element (March '91) would allow an estimated 2,846,210 sf of commercial development, therefore (2,846,210 sf - 185,000 sf/3,000 sf/connection) 887 additional connections would be necessary.

⁴ Estimate of future demands for service within NGWC service area but outside of the Gualala Town Plan Area was provided by Rau & Associates in analysis of Water Supply Requirements for North Gualala Water Company dated February 22, 1996 and is based on a 3 percent annual growth rate.

Sewer Service/Septic Availability

The Gualala Community Services District (GCSD) wastewater treatment system was completed in 1993. The GCSD area encompasses approximately 1,430 acres, 550± acres of which are included within the initial Sewer Assessment District boundary. The Gualala Town Plan area includes most of the GCSD area.

Construction of the community wastewater treatment system removed one of the primary constraints to commercial development in Gualala. The initial design capacity of the system of 625 Equivalent Single-Family Dwellings (ESDs) assumed a two percent annual residential growth rate and a three percent annual commercial growth rate for a 20-year planning horizon.

As of October 1997, approximately 460 ESDs were allocated, and the unused capacity represented approximately 165 remaining ESDs.

New development within the GCSD assessment/service area cannot proceed unless connection to the wastewater treatment system has been authorized by the GCSD. The remaining ESDs may not be sufficient to accommodate the demands for sewer connections for the 30-year planning horizon of the Gualala Town Plan. As shown on Table 2.3, buildout of residential uses under the Coastal Element, March '91 (assuming the 75/50% scenario) would demand an additional 331 ESDs. Under the Gualala Town Plan (75/50% scenario), buildout of residential uses would require 759 ESDs. Under both of these scenarios (neither of which account for increased demands from commercial uses), the remaining capacity of the GCSD treatment plant would be exceeded.

When 500 ESDs are in use, the GCSD is required to initiate plans for wastewater treatment plant expansion. The treatment plant design was selected, in part, to make future increases in treatment capacity possible. A Local Coastal Plan amendment and further environmental review will be necessary prior to approval of any expansion of the GCSD facilities.

Minimum parcel sizes in the coastal zone have been assigned with consideration of septic requirements and development on parcels outside of the GCSD assessment/service area requires approval of a septic system by the Mendocino County Department of Environmental Health.

Development Constraints/Thresholds

Development constraint thresholds are included in the Town Plan for the purpose of linking existing and potential development with infrastructure capacity. As the planning time horizon of this Plan is approximately 30 years, the timing of mitigation is an integral component of the comprehensive planning process. For example, it is anticipated that, given a projected growth rate of 3.7 percent in the Town Plan planning area, 80 percent of the remaining water connections available from the North Gualala Water Company would be utilized by the year 2007. If assessments of the current water supply, combined with future water development projects that may be successfully completed, do not demonstrate a sufficient amount of available water, then additional actions would be necessary to achieve a balance between water supply and demand. Actions could include, but are not limited to, development of new water sources, development of increased storage capacity for water supply during low flow periods, increased water conservation efforts, and restriction of the amount of new development which increases water usage. Similar analysis and contingency plans are included within the Town Plan relative to the topics of sewage disposal and traffic.

Based upon a projected annual population growth rate within the GTP area of 3.7%, development thresholds (80% of point at which development would exceed infrastructure capacity) associated with water supply, sewer capacity, and traffic are estimated as follows:

CONSTRAINT		EXISTING	CAPACITY³	THRESHOLD	YEAR⁵
Water Connections		917 (Year 1996)	1700	80% (1360 connections)	2007
Sewer Capacity ESD's ^{1,4}		460 (Year 1997)	625	80% (500 connections)	1999
State Route 1 Capacity LOS ² Road Segment	Gualala River Bridge to Old State Hwy	LOS C 543	2170 (Two Direction)	E	>2020
	Old State Hwy to Center Street	LOS A 274	700 (One Direction)	D	2018
	Center Street to Moonrise	LOS A 346	700 (One Direction)	D	2013
	Moonrise to Ocean Drive	LOS A 346	700 (One Direction)	D	2013
	Ocean Drive to Pacific Woods Road	LOS D 607	1534 (Two Direction)	E	>2020

1. ESD = Equivalent single-family dwelling
2. LOS = Level of Service, Gualala Traffic Study, 1994 Volume Figures are worst case peak hour turning movements and flows.
3. As determined in 1997.
4. As of October 10, 1997, there were 280 residential hookups, 180 commercial hookups, approximately 200,000 total commercial square footage developed and estimated 1 commercial ESD per 1100 square foot of space.
5. Subsequent to the completion of the Gualala Traffic Study (February 1995), the Gualala Transportation Financing Study (1997) was prepared, which focuses upon an analysis of financing requirements associated with the projected roadway improvements. When reviewing the financing study, GMAC based its funding recommendations upon Alternative 2, which in the opinion of GMAC, best reflects a realistic ratio of commercial to residential buildout.

New development shall be permitted only if the infrastructure and resources to support it are available, or made available as part of the developer's project plan.

Goal G2.5-2 To ensure that public services and utilities can be provided for new development and that traffic generated by new development will not result in unacceptable levels of service on Highway 1.

Goal G2.5-3 To ensure that water extractions comply with provisions of the Water Resources Chapter of the County General Plan.

2.6 RECREATION, COASTAL ACCESS AND TRAILS

Since the recreational demands generated by residents and visitors in the Gualala Town Plan area are met, in large part, by facilities located outside of the Town Plan area, the discussion of recreation, coastal access and trails includes areas outside of the Gualala Town Plan boundaries.

At present, Gualala has few community recreation facilities. Recreational facilities serving Gualala residents and visitors include Bower Park, a community park operated by Mendocino County, the baseball diamond on Old Stage Road, which is owned by the Arena Union Elementary School District, and Gualala Point Regional Park in Sonoma County. Access to the

Gualala River for swimming, fishing and boating is obtained in several locations, by permission of the property owners or by trespass. Local residents and visitors presently use many such “informal” resources for recreation. As development intensifies, these resources may be eliminated, while at the same time, increased demands are placed on existing recreational sites.

The two special event facilities in Gualala are the Gualala Community Center and the Gualala Arts Center, both operated by private, non-profit boards. The community survey questionnaire for the Gualala Town Plan indicated strong interests in development of additional community/recreation facilities, including a teen center, senior center, town park, swimming pool, athletic center and library.

As Gualala continues to grow, it is essential that additional community and recreation facilities be provided to serve residents and visitors.

The coastline of the Gualala area is widely varied, with rocky coves, sandy beaches, seastacks, islands, and promontories. The Coastal Element identifies ten locations for public coastal access along the twelve miles of coast extending from Iversen Road to the Gualala River (Figure 2.1). Despite the number of coastal access points designated in the Coastal Element, coastal access is limited relative to the number of residents and visitors in Gualala and neighboring areas. The Anchor Bay Beach shoreline access is presently accessible to the general public upon payment of a day-use fee. Coastal access can be obtained at Serenisea with permission of the owners. Prescriptive rights for shoreline access exist in two locations in the Gualala commercial district (behind the Surf Motel and immediately south of the Breakers Inn). Informal coastal access (i.e., across private property) is obtained at several other locations, including Getchell Cove, St. Orres Beach, Cooks Beach, and at the Gualala River bridge. Coastal access is also available at Gualala Point Regional Park in Sonoma County (day-use fee).

At present, there is no public access to the blufftop in the commercial district of Gualala. Although limited views of the coast are available between the buildings and across vacant parcels, the blufftop and riverbank are only accessible with the permission of private property owners. The Coastal Element addresses this problem by designating a blufftop trail, located along the bluff's edge on the western portion of the commercial properties from Seacliff Center and extending south to the Gualala River bridge (LCP Policy 4.12-13). A 25-foot wide public access easement along the top of the bluff has been obtained for much of the designated Gualala Bluff Trail.⁹ Additionally, a deed restriction has been made to ensure the continued protection of a prescriptive access easement providing vertical access to the river at the Surf Motel site. Prescriptive access has been acknowledged by the property owners and the California Coastal Commission for vertical access to the river at the Breakers Inn.

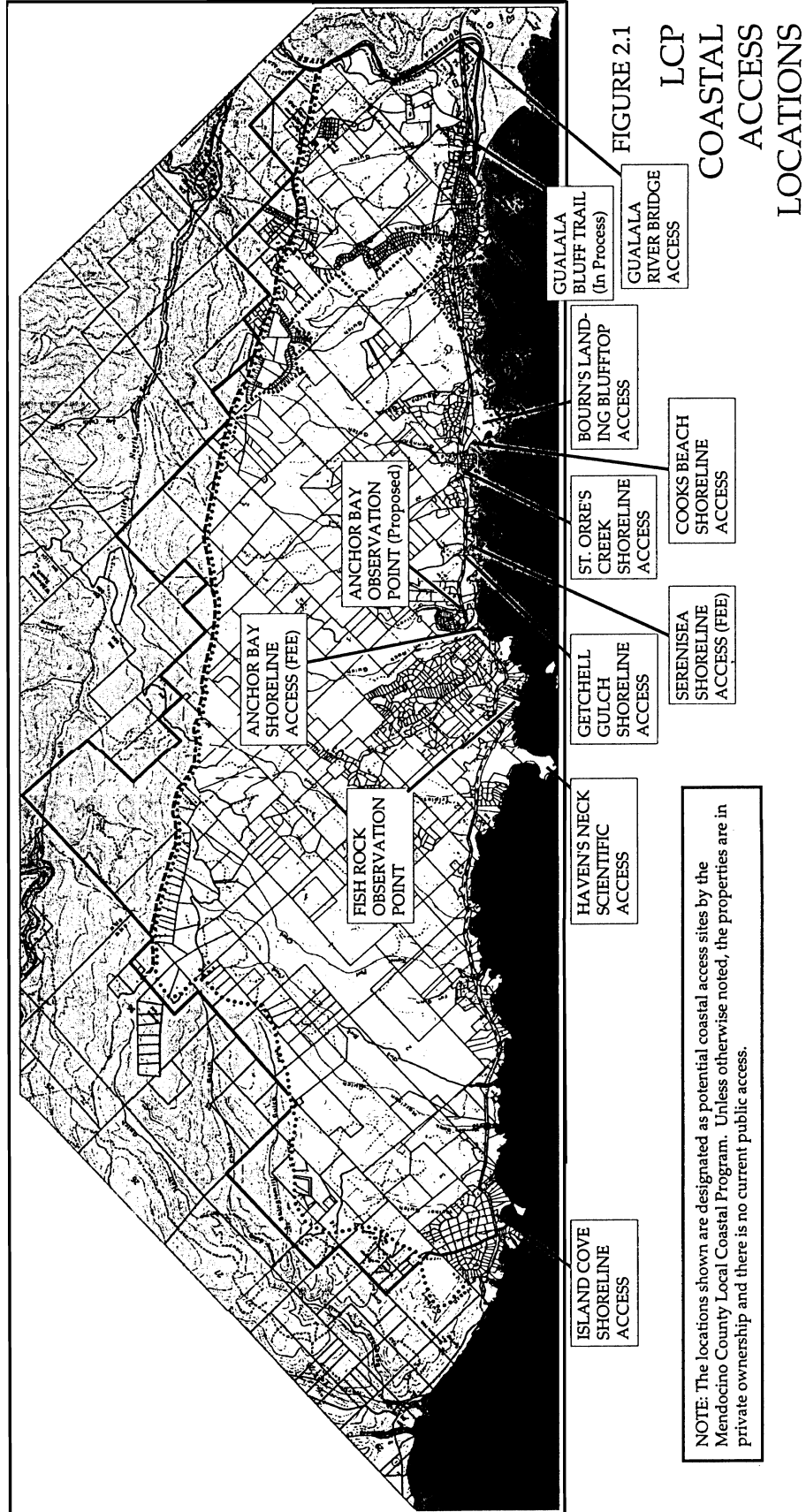
⁹A non-profit land trust, the Redwood Coast Land Conservancy, was established with a primary goal of constructing, operating and maintaining the Gualala Bluff Trail. The California Coastal Commission approved acceptance of the public access easements by the Land Conservancy.

At present in Gualala, no pedestrian access facilities connect neighborhoods, commercial areas, recreation facilities and areas of scenic beauty. A major goal of the Gualala Town Plan is to create a more pedestrian-oriented community by providing pedestrian walkways and trails. Such walkways and trails would provide increased recreational opportunities for residents and visitors, while decreasing reliance on automobile transit and relieving traffic congestion.

- Goal G2.6-1 To ensure that as future development occurs within the Gualala Town Plan area, additional recreation and coastal access facilities are developed.
- Goal G2.6-2 To encourage development of a broad range of recreational and cultural opportunities and community facilities for residents and visitors.
- Goal G2.6-3 To encourage development of diverse opportunities for recreation and enjoyment of the natural environment by residents and visitors to the area by providing public parks, recreation facilities, and public access to beaches, the Gualala River, and areas of special natural beauty.
- Goal G2.6-4 To encourage development of a network of pedestrian trails, bike paths and/or equestrian trails which link existing and future neighborhoods, commercial areas, and visitor accommodations to recreational facilities and areas of natural beauty.
- Goal G2.6-5 To encourage development of the Gualala Bluff Trail within the public access easements on the bluff of the Gualala River.
- Goal G2.6-6 To encourage development of a coastal trail which connects the Gualala and Anchor Bay commercial districts, linking the pedestrian walkways of the Gualala Highway 1 Streetscape Plan with coastal access points and trails designated on the land use plan map.

2.7 PROTECTION OF ENVIRONMENTAL RESOURCES

The Gualala area is rich in natural resources including pure air. In the past, the timbered hillsides formed the backbone of the area's economy. Now, the scenic qualities and recreational opportunities of the area attract both residents and visitors to Gualala. A primary goal of the Mendocino County Coastal Element and the Gualala Town Plan is to concentrate development within urbanized areas, in an effort to protect resource lands in the outlying areas. At the same time, it is necessary to recognize and protect sensitive environmental resources within designated development areas.



The Gualala River estuary/lagoon is one of the primary environmental resources in the Gualala Town Plan area.¹⁰ It is a fragile ecosystem which provides habitat for numerous species, including the anadromous steelhead trout. The river offers numerous recreational opportunities and is a key element in scenic vistas from Highway 1 and other properties in Gualala. The Coastal Element's environmentally sensitive habitat area (ESHA) policies apply to the Gualala River which includes the following ESHAs: anadromous fish stream, wetlands, riparian areas, habitats of rare and endangered plants and animals. Protection of the river is offered through policies enforced by various state regulatory agencies, including its designation as a Special Treatment Area, which requires timber harvesting practices that protect the natural and scenic resources of the area. In addition to the river, sensitive resources in the Gualala Town Plan area include tide pools, the coastline, three major gulches (China, Robinson and Big Gulch), and riparian habitat associated with stream courses and wetlands.

Goal G2.7-1 To protect land used for timber and crop production outside of the Residential Reserve area and environmental resources, including the Gualala River estuary/lagoon, stream corridors, riparian areas, and wetlands from incompatible development.

The town of Gualala is located on the mouth of the Gualala River and offers magnificent views of the headlands, sandy beach and rocky reef of Gualala Point, the estuary/lagoon and wetlands of the Gualala River, and a broad expanse of the Pacific Ocean. Much of the viewshed is located in Sonoma County and is protected as a county park. Development on the west side of Highway 1 obscures views of the river and ocean for travellers on Highway 1 through much of the commercial district. There are several hills and plateaus in town which provide coastal views of exceptional quality, particularly on the eastern hillslopes. In turn, development on the hillsides has the potential to be highly visible from many locations.

Goal G2.7-2: To restore, enhance and protect coastal views in the Gualala commercial district.

Goal G2.7-3 To ensure that water extractions do not adversely affect fisheries habitat.

¹⁰According to Bill Cox, Fisheries Biologist at the California Department of Fish and Game, the mouth of the Gualala River is an estuary. At times, a sand bar forms, creating a lagoon. The following passage is excerpted from the "Sea Ranch Gas & Water Company Supplemental Water Supply Application 26146," prepared by Dept. of Water Resources Northern District for State Water Resources Control Board (Sept 1988):

The Gualala River terminates at the ocean in what is defined as a drowned valley estuary because of its relatively deep inlet from the ocean. That the Gualala terminates in an estuary, however, applies only during the high flow periods when the river mouth is open to the ocean. During the remainder of the year, the mouth becomes a coastal lagoon, sealed off from the ocean by a barrier sandbar.

2.8 SCHOOLS

The substantial additional residential development proposed within the Town Plan area could result in a significant increase in the population of school-age children. The existing elementary school and high school serving the Gualala area are in Point Arena. School officials indicate that as of 1997 the elementary school is approaching maximum capacity. The Gualala area already has the largest population of school-aged children attending these schools. Most children take the bus to and from school - a significant expense to the school district. Construction of a local school could enable many children to walk to school. The school district presently owns a 10 acre site adjoining, but outside of, the Town Plan area. It is possible that another site within the Town Plan area may be acquired at a future date.

Goal G2.8-1 To provide for development of needed educational facilities for the anticipated growth in the student population.

CHAPTER 3 - POLICIES

3.1 DEVELOPMENT LOCATION

- G3.1-1 The urban-rural boundary for the town of Gualala shall be coincident with the boundary lines delineated on Land Use Map 31.
- G3.1-2 New development in the Gualala area shall be concentrated within the urban side of the urban-rural boundaries, where it can be served by community water and sewer systems and will minimize additional traffic impacts on Highway 1.
- G3.1-3 New development shall be located in areas where it will not conflict with the goal of preserving and protecting land used for timber and crop production outside of the Residential Reserve area, and environmental resources, including wetlands, steep gulches, stream corridors and coastal views.
- G3.1-4 New development shall be located in areas where it will not adversely affect the character of existing residential neighborhoods.

3.2 RESIDENTIAL DEVELOPMENT

- G3.2-1 Residential uses are encouraged and shall be a principal use in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts to reduce the need for automobile travel by providing a population base in town and to provide opportunities for higher density housing types.
- G3.2-2 An inclusionary zoning ordinance should be adopted by the Board of Supervisors which requires development of affordable housing units, or in-lieu contributions for development of affordable housing units, for major residential development projects and major subdivisions in the Town Plan area. These affordable housing units shall be developed within the Gualala Town Plan area.
- G3.2-3 Notwithstanding other provisions of the Local Coastal Program that limit the number of residences to one per parcel, Second Residential Units shall be permitted on all legal parcels within the Gualala Town Plan area, with the exception of parcels located west of Highway 1, in accordance with standards established in the Coastal Zoning Code (Division II). Second Residential Units shall not be allowed on parcels located west of Highway 1 to protect against the possible conversion of such units to vacation home rentals which may adversely affect the character of existing residential neighborhoods.
- G3.2-4 A 480± acre area immediately east of the Gualala commercial district is designated "Residential Reserve" and is identified as a suitable area for future residential expansion if and when the need for additional residential units, and the ability to

- provide services to support them, are demonstrated (Figure 3.2). The land is currently classified RMR, FL and RR. Land Use Plan amendments and rezoning would be necessary to enable development at higher densities. Guidelines for the Residential Reserve are included in Appendix A.
- G3.2-5 The Gualala Town Plan emphasizes the pedestrian aspect of the community. A future school site should be constructed in a location that will permit a maximum number of students to walk to school. The School District should install appropriate pedestrian facilities adjacent to the school. The County and the School District shall cooperate in the development of a pathway network to enable children to safely walk to and from school. The County and the School District should develop an arrangement permitting use of the school grounds by the public during non-school hours.
- G3.2-6 Should the residential growth rate for the Gualala Town Plan planning area exceed 20 percent of the total growth anticipated by the plan in any 5-year increment of the plan's existence, a review/update of the plan should be initiated.

3.3 MIXED USE AND PLANNED DEVELOPMENT

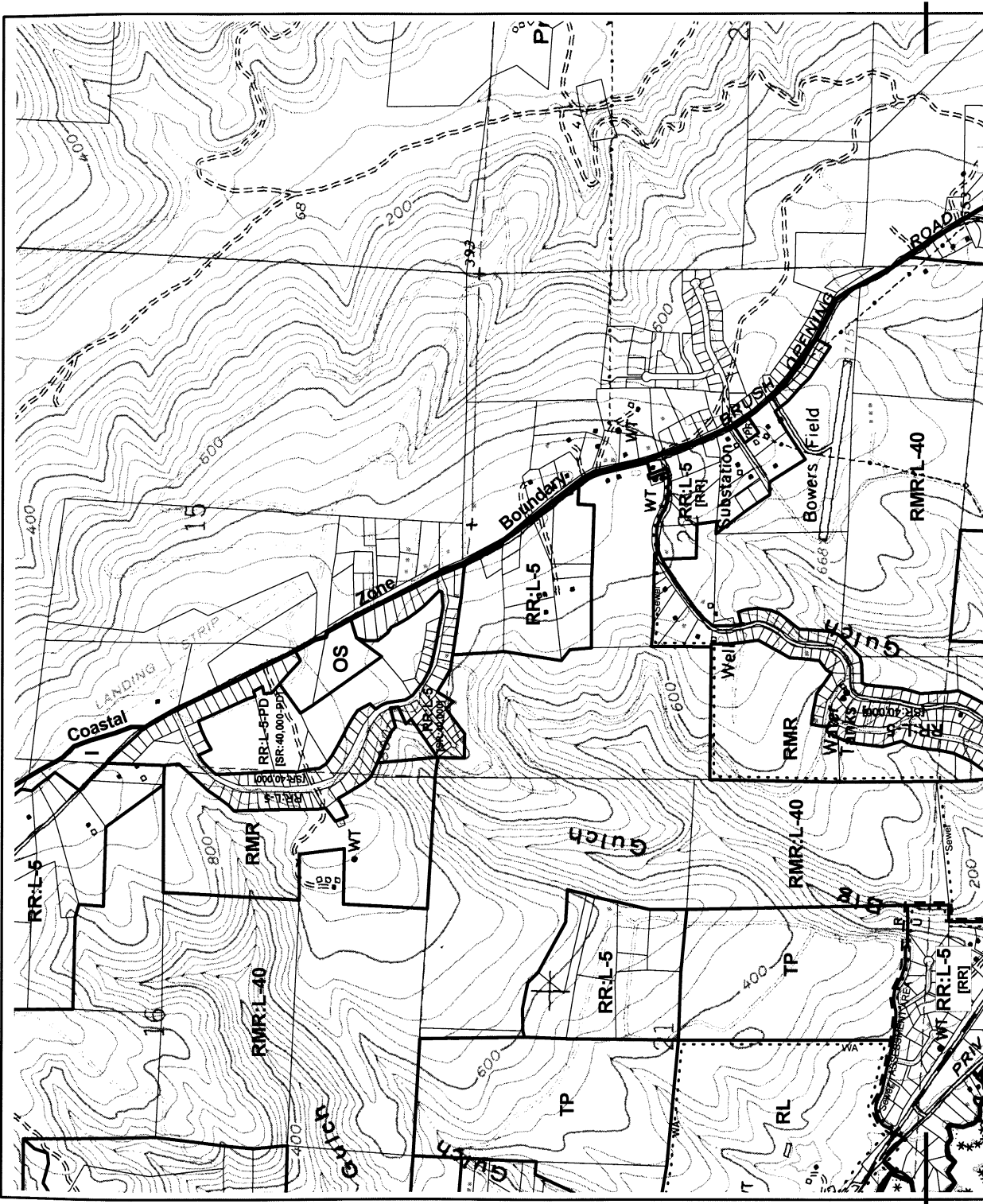
Gualala Village Mixed Use District

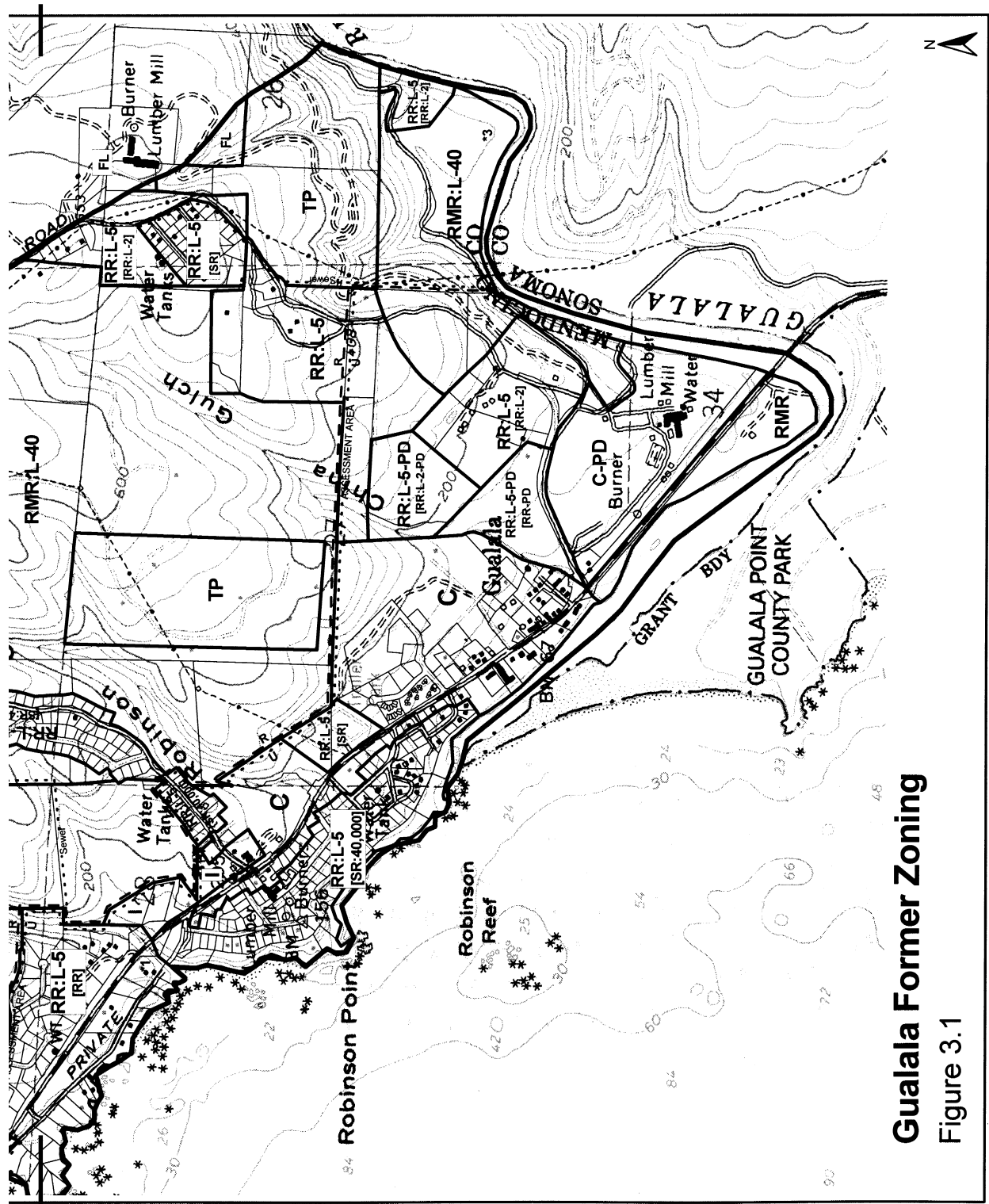
- G3.3-1 New development in the Gualala Village Mixed Use district shall be designed to create a compact, integrated and walkable shopping district. To achieve this, development of commercial uses with pedestrian amenities shall be encouraged on infill sites within the Gualala Village Mixed Use district (Figure 3.2).
- G3.3-2 New development within the Gualala Village Mixed Use district shall be sited and designed to protect and enhance coastal views.
- G3.3-3 The siting and design of new development on the west side of Highway 1 in the Gualala Village Mixed Use district shall not preclude completion of the Gualala Bluff Trail along the entire bluff as generally shown on the Local Coastal Program Coastal Access Figure in Chapter 2 of the Gualala Town Plan.

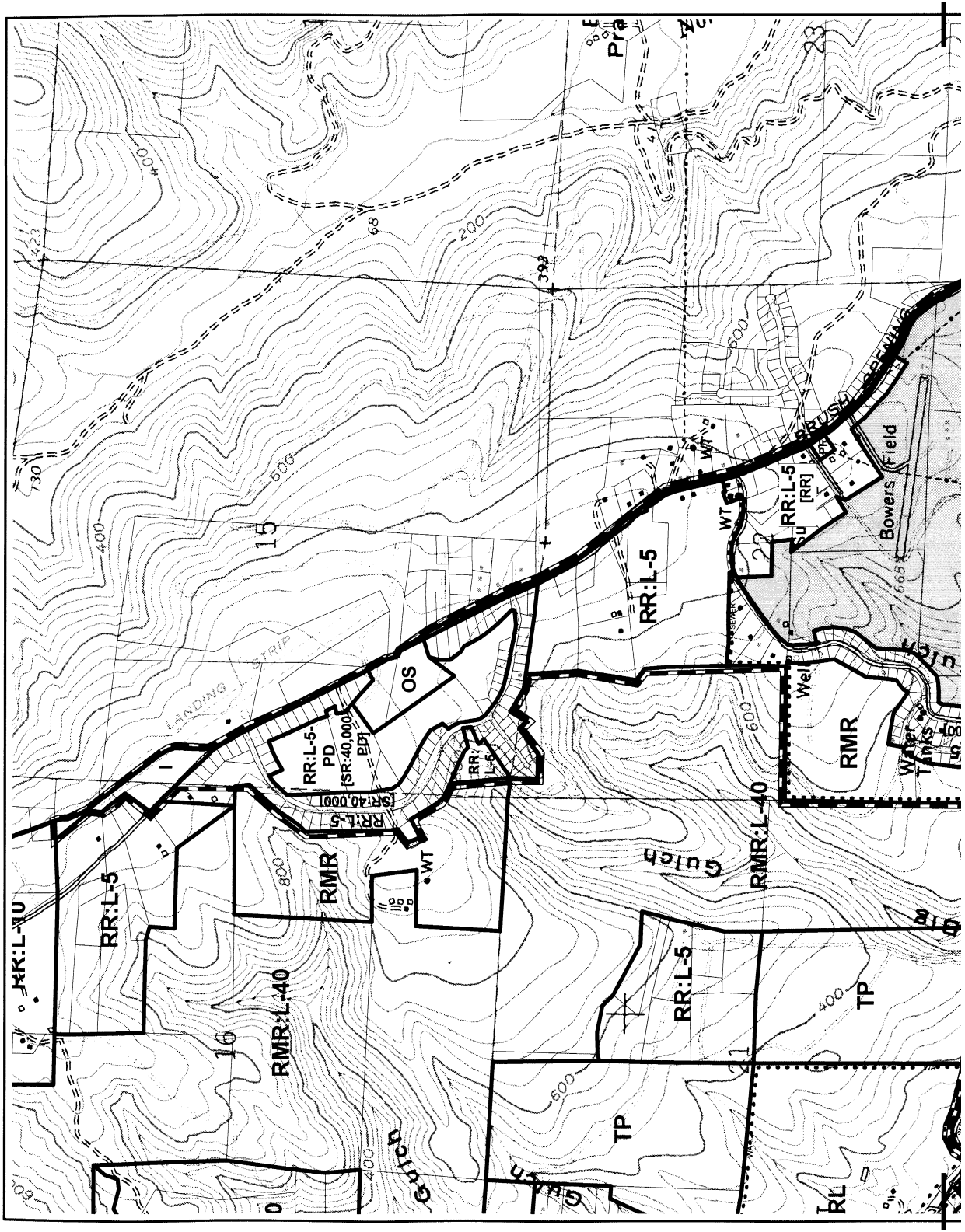
Gualala Highway Mixed Use District

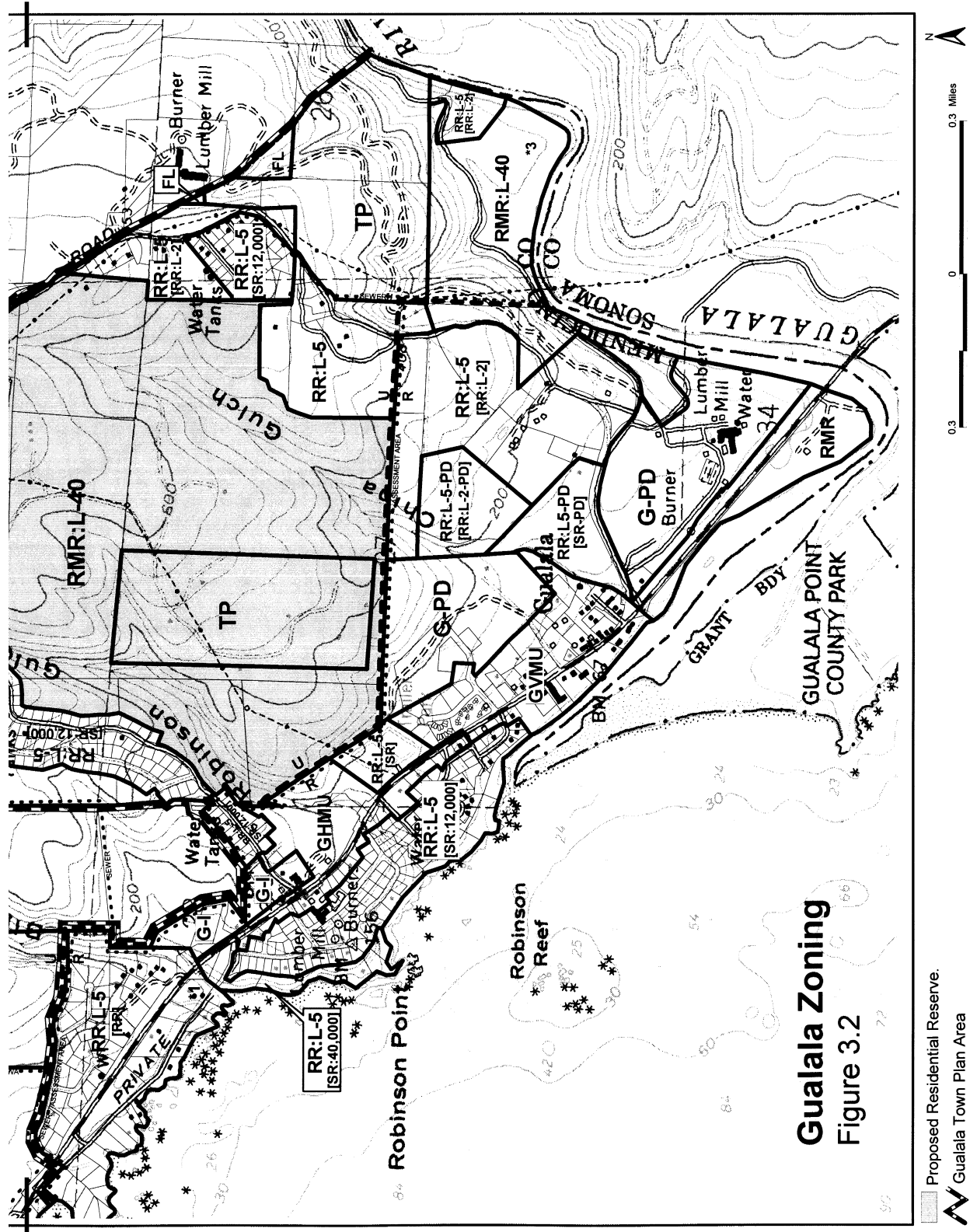
- G3.3-4 Restrictions on commercial development on parcels in the Gualala Highway Mixed Use district (Figure 3.2) are intended to limit traffic generation and to ensure that new development is designed and landscaped to minimize the aesthetic impacts of strip development.

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Gualala Zoning
Figure 3.2

Proposed Residential Reserve.
Gualala Town Plan Area

Gualala Planned Development District

- G3.3-5 Comprehensive planning shall be required on properties with a Gualala Planned Development designation. A two-stage planning process requiring a general development plan and a Precise Development Plan shall be established to provide general and specific criteria regulating future development within the Gualala Planned Development districts (Figure 3.2). The Planned Development process allows for community review and participation, while streamlining the County's permit-processing requirements.
- G3.3-6 The area along Church Street, east of Highway 1, is designated Gualala Planned Development and shall be reserved for expansion of commercial and residential uses in Gualala. This area provides an opportunity for development of a concentration of commercial and residential uses and an alternate street network which should decrease Highway 1 congestion and encourage more pedestrian activity in town.
- G3.3-7 The Lower Mill site, located east of Highway 1 and south of Old State Highway, is designated Gualala Planned Development, and shall be reserved for a mixture of residential and commercial uses, including the development of a concentration of visitor-serving facilities. The relatively flat topography of the Lower Mill site establishes it as one of the few sites in town which would permit development of relatively high density residential uses.

3.4 DESIGN GUIDELINES FOR MIXED USE AND PLANNED DEVELOPMENT DISTRICTS

The purpose of these Design Guidelines is to assist property owners, developers and designers in creating projects within the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts that are consistent with the vision for the community of Gualala established by the goals and policies of the Gualala Town Plan. These guidelines are further intended for use by the Gualala Municipal Advisory Council, County planning staff, Coastal Permit Administrator, Planning Commission, and Board of Supervisors as criteria for evaluating the merits of new projects on a consistent basis. The guidelines are intended to result in functional and attractive site and building designs. The guidelines are organized under the following subheadings:

Site Planning, Architectural Form, Vehicle Access & Parking, Pedestrian Access, On-Site Landscaping, Street Landscaping, Exterior Lighting, Signage

Site Planning

- G3.4-1 Natural features, such as hillsides, gulches and mature vegetation, shall be considered important design determinants in siting development. New development shall minimize site disturbance to natural landforms.

- G3.4-2 The siting and design of buildings shall protect river, ocean and hillside views.
- G3.4-3 The protection and restoration of public coastal views is paramount. Buildings shall provide for maximum preservation of coastal views from Highway 1 (for example, by orienting buildings on an axis perpendicular to the highway). Buildings should be sited and designed to maintain access to ocean views from neighboring buildings and parcels.
- G3.4-4 Development within the Gualala Village Mixed Use Zoning District between Highway 1 and the Gualala River shall be sited to provide view corridor(s) to the coast for pedestrians and motorists on Highway 1. At a minimum, one unobstructed view corridor shall be provided across each parcel. View corridor(s) should be placed at the property boundary(s) and adjoin other protected view corridors.
- G3.4-5 Where two-story structures are proposed on the west side of Highway 1, buildings should be stepped to provide a visual transition to view corridors.
- G3.4-6 Siting, design and landscaping elements shall be selected to enhance the pedestrian environment. Site and landscape designs shall incorporate outdoor pedestrian use areas such as courtyards and plazas (which could include amenities such as trellises, raised planters, landscaped berms, and creative and inviting, semi-protected outdoor spaces). These should be visible from street corridors and pedestrian access routes. These requirements are applicable to commercial, industrial and multifamily residential projects.
- G3.4-7 Where nonresidential uses are adjacent to residential uses, special attention shall be given to the design of effective buffering, including appropriate setbacks, landscaping, berms, and fences to prevent noise, lighting and privacy intrusion.
- G3.4-8 Subject to the constraints in the other Site Planning guidelines herein, structures should be oriented to take maximum advantage of site solar access.

Architectural Form

- G3.4-9 New development shall consider relationships between buildings, open space and building setbacks. The scale and massing of new development shall be appropriate to the context of the community. In new development, clusters of small buildings shall be encouraged as an alternative to large buildings.
- G3.4-10 Building materials shall be selected to harmonize with the natural setting of Gualala.
- G3.4-11 Roofing materials shall be of non-reflective materials. Roof penetrations for vents and ducts shall be grouped and painted to match the roofing materials or

architecturally screened from view. All rooftop mechanical equipment shall be screened from view.

- G3.4-12 Service and loading areas shall incorporate appropriate techniques for visual and noise buffering from adjacent uses. Areas which generate objectionable noise and odors shall be located where they will not disturb occupants within, or adjacent to, the development.

Vehicle Access & Parking

- G3.4-13 Street access points should be consolidated to minimize multiple curb cuts. Shared access between adjoining properties minimizes disruption of traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.
- G3.4-14 Entrances and exits shall be located at a safe distance from street intersections and shall not create dangerous situations for pedestrians and motorists.
- G3.4-15 Parking shall be permitted within established view corridors, provided that required parking lot landscaping and lighting shall not diminish the coastal views. Parking lot design and orientation of parking aisles should provide for unobstructed view corridors.
- G3.4-16 Off-street parking shall be screened, either by locating it behind buildings or by providing landscaping which separates the parking from the street frontage. A minimum of ten percent of the area within or around parking areas shall be landscaped.
- G3.4-17 Long, straight uninterrupted rows of parking shall be avoided. Parking areas should incorporate internally looped circulation systems, so that drivers will not be dependent on public streets when making multiple passes through a parking area.
- G3.4-18 All parking area lighting shall be positioned to minimize glare and illumination beyond the development. The amount of lighting provided after business hours shall be restricted to the minimum needed for safety and security purposes.
- G3.4-19 Bicycle racks shall be provided as appropriate for the nature and intensity of use.

Pedestrian Access

- G3.4-20 All new development in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts shall be required to provide pedestrian walkways along the street frontages in accordance with the guidelines established in the "Circulation, Parking and Pedestrian Access" chapter of the Gualala Town Plan.

G3.4-21 To encourage pedestrian usage, safe and convenient pedestrian access shall be provided from building entries to parking areas and the street. An attractive environment for pedestrian use should be provided. This should incorporate street furniture, creative outdoor spaces, landscaping, etc.

On-site Landscaping

G3.4-22 Landscaping provides many site-specific and community benefits including visual screening, definition of spaces, highlighting architectural features and entryways, shading and wind protection, buffering between properties and wildlife habitats. Developments shall provide for as much landscaped area as feasible. Landscaping should be provided around the perimeter of buildings, in parking lots, along street frontages, and as buffers between neighboring uses.

G3.4-23 A landscape plan for on-site and street landscaping shall be required for development proposals in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts. Each landscape plan shall identify areas where existing vegetation will be retained and areas proposed for landscaping. For landscaped areas, the types and sizes of proposed trees, shrubs, groundcover and other plantings shall be identified. The landscape plan shall include an on-going maintenance program. These requirements are applicable to commercial, industrial and multifamily residential projects.

G3.4-24 Mature trees are an essential element of the Gualala landscape and can take years to reestablish once removed from a site. Existing groves of trees should be retained and integrated with site development plans, with consideration given to public safety. Trees to be saved shall be noted on site plans and appropriate measures shall be identified to protect the trees during construction activities.

G3.4-25 Landscape design should incorporate natural looking clusters of compatible plants. Landscape plant selection should have the goal of achieving year-round beauty with consideration given to form, color, texture, and ultimate plant size. Plant species that are native to the Gualala area and well adapted non-native plants requiring minimum maintenance and little or no irrigation are encouraged. A list of plants, trees, shrubs and groundcovers meeting these criteria, as well as a list of invasive species inappropriate for local landscape plans, are included in Appendix B.

Street Landscaping

G3.4-26 Landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings.

G3.4-27 Rather than developing a linear tree planting program, cluster landscapes, which form dense "landscape pockets" with tall, canopy trees, smaller understory trees and ground

level shrubs and herbaceous plants, are recommended. Cluster landscapes have the following benefits:

- they can be integrated with existing landscaping and native vegetation;
- they can help maintain a more "natural" appearance in the town;
- they can be located in areas where public coastal views will not be blocked;
- the variety of species in cluster landscapes can help create a microclimate conducive to each plants' survival.

G3.4-28 Existing groves of trees should be retained and integrated with street landscaping plans, with consideration given to public safety.

G3.4-29 Landscaping along roadways shall be selected and sited to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, plantings shall not disrupt service or access to overhead or underground equipment.

G3.4-30 Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Plant materials with seasonal foliage and flower changes are encouraged. Plant materials shall be selected, in part, based on low maintenance and irrigation requirements. Landscaping within the Highway 1 right-of-way requires an encroachment permit from Caltrans.

Exterior Lighting

G3.4-31 An exterior lighting plan shall be required for development proposals in the Gualala Highway Mixed Use, Gualala Village Mixed Use and Gualala Planned Development Districts. The lighting plan shall indicate the location of proposed exterior lighting fixtures and provide either architectural drawings or manufacturer's specifications for all proposed exterior lighting fixtures.

G3.4-32 Lighting shall be designed to minimize the effects of cumulative night-time illumination on the night sky. Lighting of building facades, pathways and parking areas shall be restricted to that which is necessary for public safety and security.

G3.4-33 All exterior lighting shall be downcast and shielded to prevent, where feasible, the light source from being directly visible from off-site areas.

G3.4-34 Lighting standards shall not exceed 20 feet in height.

G3.4-35 Lighting fixtures shall be non-glare and use non-reflective materials where feasible.

Signage

- G3.4-36 A signage plan shall be required for development proposals in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts.
- G3.4-37 Signs shall be compatible with the building's style in terms of location, scale, color and lettering. All signs shall, where feasible, be made of wood.
- G3.4-38 Internally illuminated signs and advertising (including neon, LEDs, etc.) shall not be permitted where visible from public walkways and streets.
- G3.4-39 Freestanding signs relating to an assemblage of businesses (e.g., retail/office plazas) shall be grouped and visually coordinated to reduce confusion.
- G3.4-40 All signage shall comply with the requirements established in the "Sign Regulations" chapter of the Mendocino County Coastal Zoning Code.

Design Review

- G3.4-41 New development shall conform with the above design guidelines, Policies G3.4-1 through G3.4-40. In addition, within the Gualala Planned Development districts, new development shall conform with the criteria established in Chapter 4 of this plan, which provides for the protection of sensitive coastal resources within the GPD district, including views from public areas such as Highway 1 and the Gualala Point Regional Park, and sensitive resources associated with the Gualala River. New development requiring a coastal development permit within the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts shall be referred to the Gualala Municipal Advisory Council or some similar advisory council for comment prior to action by the Coastal Program Administrator or the Planning Commission. The advisory council shall forward its findings and recommendations to the Coastal Program Administrator or Planning Commission for its consideration.

3.5 INDUSTRIAL DEVELOPMENT

- G3.5-1 Suitable locations for industrial activities shall be provided where transportation facilities and utilities exist or can be provided, and where conflicts with adjacent uses can be minimized. Properties designated for Industrial use within the Gualala Town Plan area shall be included in the Gualala Industrial District.

3.6 CIRCULATION, PARKING AND PEDESTRIAN ACCESS

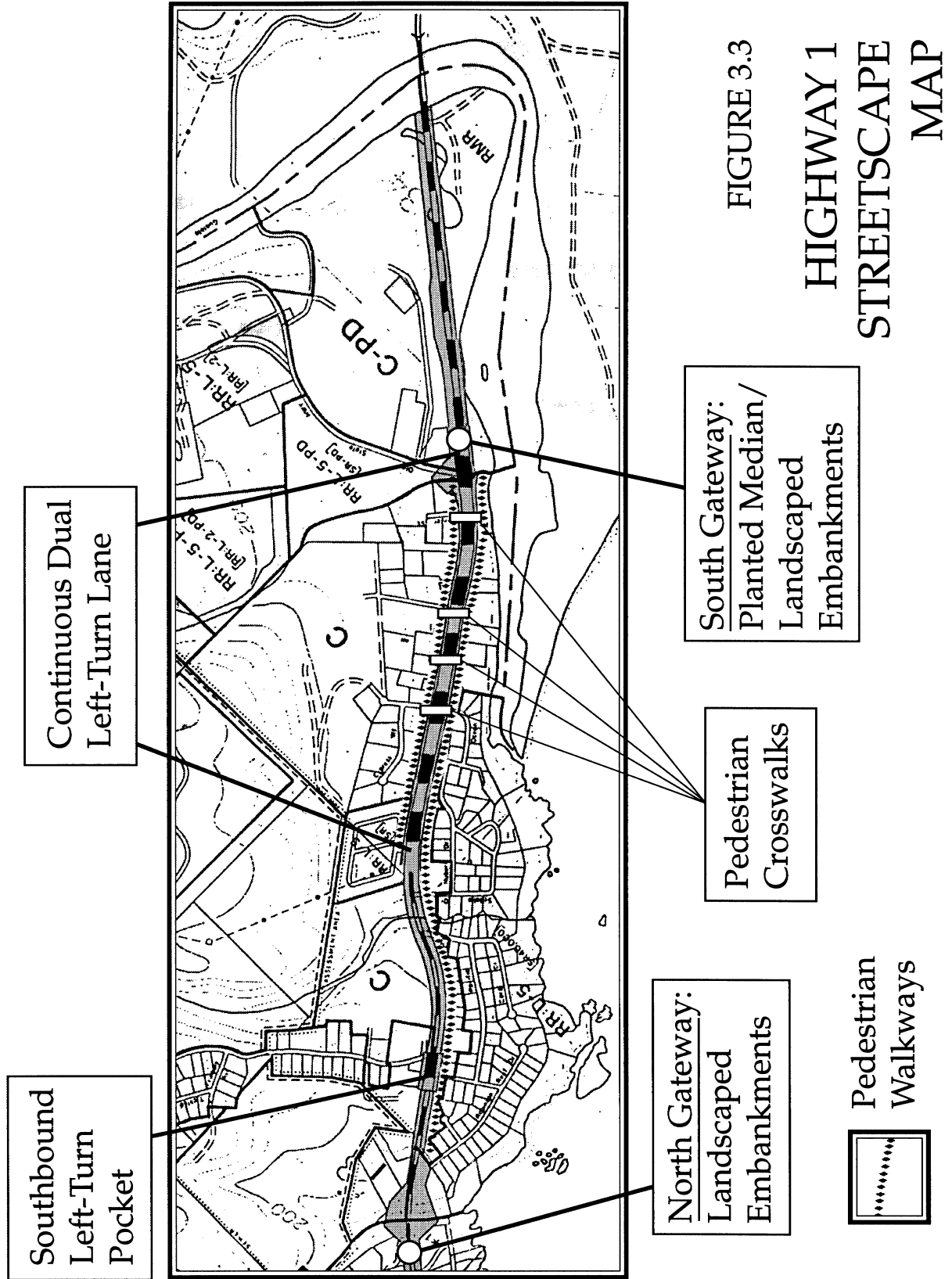
Circulation

- G3.6-1 Public and private improvements to the Highway 1 corridor shall be required to help make Highway 1 a scenic element of the Gualala townscape, to decrease traffic congestion and reduce potential safety hazards, and to encourage more pedestrian activity in the town of Gualala. Figure 3.3 provides a map illustrating the streetscape concept for Highway 1 in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts. The "Design Guidelines for Mixed Use and Planned Development" chapter provides guidelines for the development of road improvements.
- G3.6-2 To help mark the southern entry or gateway into Gualala, a planted median shall be provided in the taper south of Old State Highway. The gateway on the north end of town shall be comprised of ornamental landscaping on the Highway 1 embankments between the Old Milano Hotel and Pacific Woods Road.
- G3.6-3 Caltrans' corridor preservation setback in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts shall be a minimum 40 foot half-width, as measured from the centerline, unless otherwise approved by Caltrans. Consideration of a reduced half-width would be dependent upon a review of constraints associated with topography, drainages and existing development. Required building setbacks, parking areas, and landscaping shall be designed to accommodate the final Highway 1 right-of-way, as shown on the Highway 1 Streetscape Map (Figure 3.3). Street landscaping and pedestrian walkways shall be provided within the corridor preservation setback. Parking areas, buildings, and associated landscaping shall be located outside of the corridor preservation setback. No building setbacks from the Highway 1 corridor, other than those mandated by Caltrans' corridor preservation setbacks, are required. All development within the Highway 1 right-of-way requires an encroachment permit from Caltrans.
- G3.6-4 The Highway 1 streetscape cross-section in the Gualala Village Mixed Use and Gualala Highway Mixed Use Districts shall include the following elements within a minimum 80' right-of-way, as shown on Figure 3-4:
- 12' landscaping (minimum) on each side
 - 5' sidewalk (continuous on west side of Highway 1, extending from Old State Highway to Gualala Mobile Court on east side of Highway 1)
 - 5' bike lane/shoulder on each side
 - 12' travel lane in each direction
 - 12' continuous left-turn lane from Bakertown to Old State Highway, southbound left turn pocket at Pacific Woods Road)

Exceptions to the strict application of these standards may be granted by the County, with the prior approval of the Caltrans District Director, where existing development, site topography or physical constraints mandate a greater or lesser right-of-way width.

- G3.6-5 To discourage development of commercial uses which generate high traffic volumes and would result in high peak hour turning movements, no “drive thru” commercial facilities shall be permitted in the Gualala Highway Mixed Use District.
- G3.6-6 Curb cuts along Highway 1 and local roads shall be minimized. Numerous curb cuts slow traffic flow and create conflicts between through traffic and turning vehicles. Site accessways shall be designed for safety and convenient turning. Shared driveway access between neighboring parcels shall be encouraged and driveway access to Highway 1 shall be limited to one driveway per parcel except in instances where more than one access point is necessary for safe ingress and egress and/or efficient on-site circulation.
- G3.6-7 School bus and public transit stops shall be provided in appropriate locations along Highway 1. Bus stops shall be provided within the corridor preservation setback, in lieu of a portion of the required landscaping. The school districts shall be encouraged to identify preferred sites for school bus stops within the Gualala Town Plan area.
- G3.6-8 A local road network shall be developed in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts east of Highway 1 to provide alternatives to travel on Highway 1. A network comprised of the elements shown in Fig. 3.5 has been demonstrated to effectively mitigate traffic congestion resulting from anticipated development permitted by this Plan; however, other road network configurations demonstrated to be equally or more effective in mitigating the traffic impacts of new development may be proposed by developers and adopted in lieu of road extensions listed below:
- Church Street extension (south)—connects to Center Street.
 - Center Street extension—connects to Church Street and Moonrise extension.
 - Moonrise extension—connects Ocean Drive, Moonrise, and Center Street to Old Stage Road on the ridge.
 - China Gulch Bridge—connects Center Street to Old State Highway.

Specific alignment and design of road extensions shall be selected to minimize their environmental impacts.



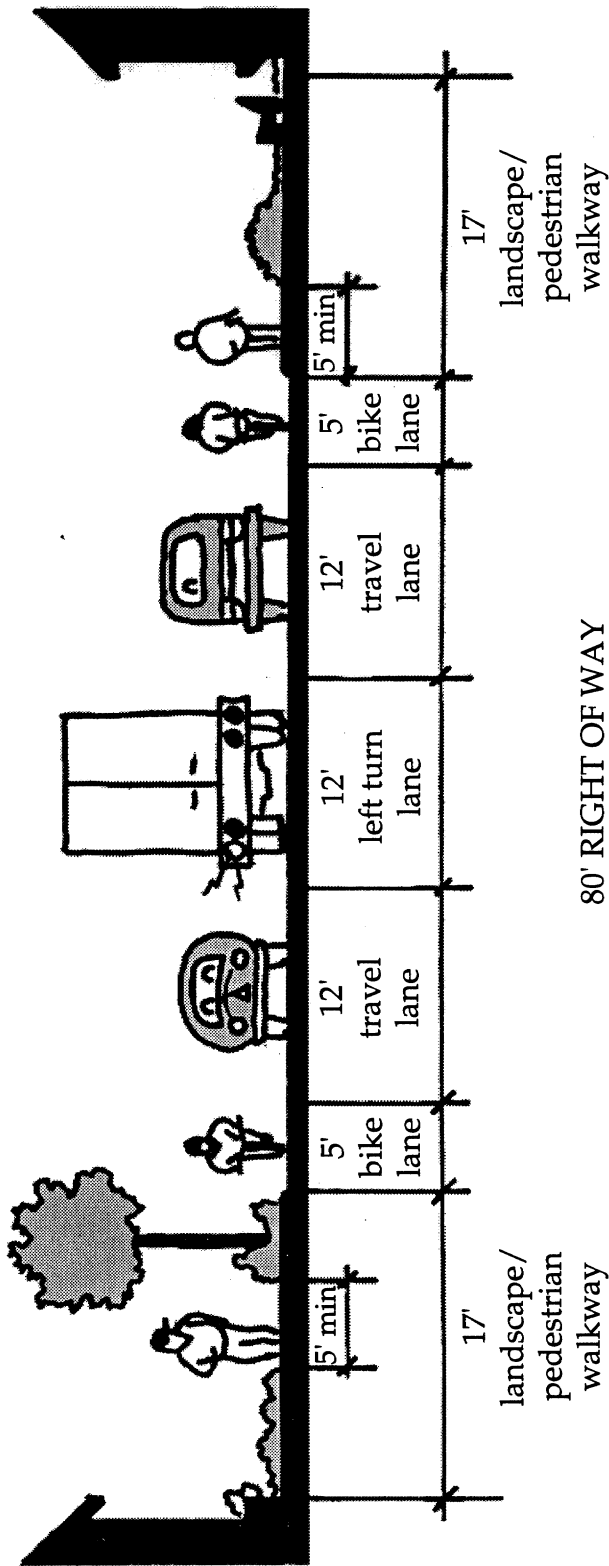
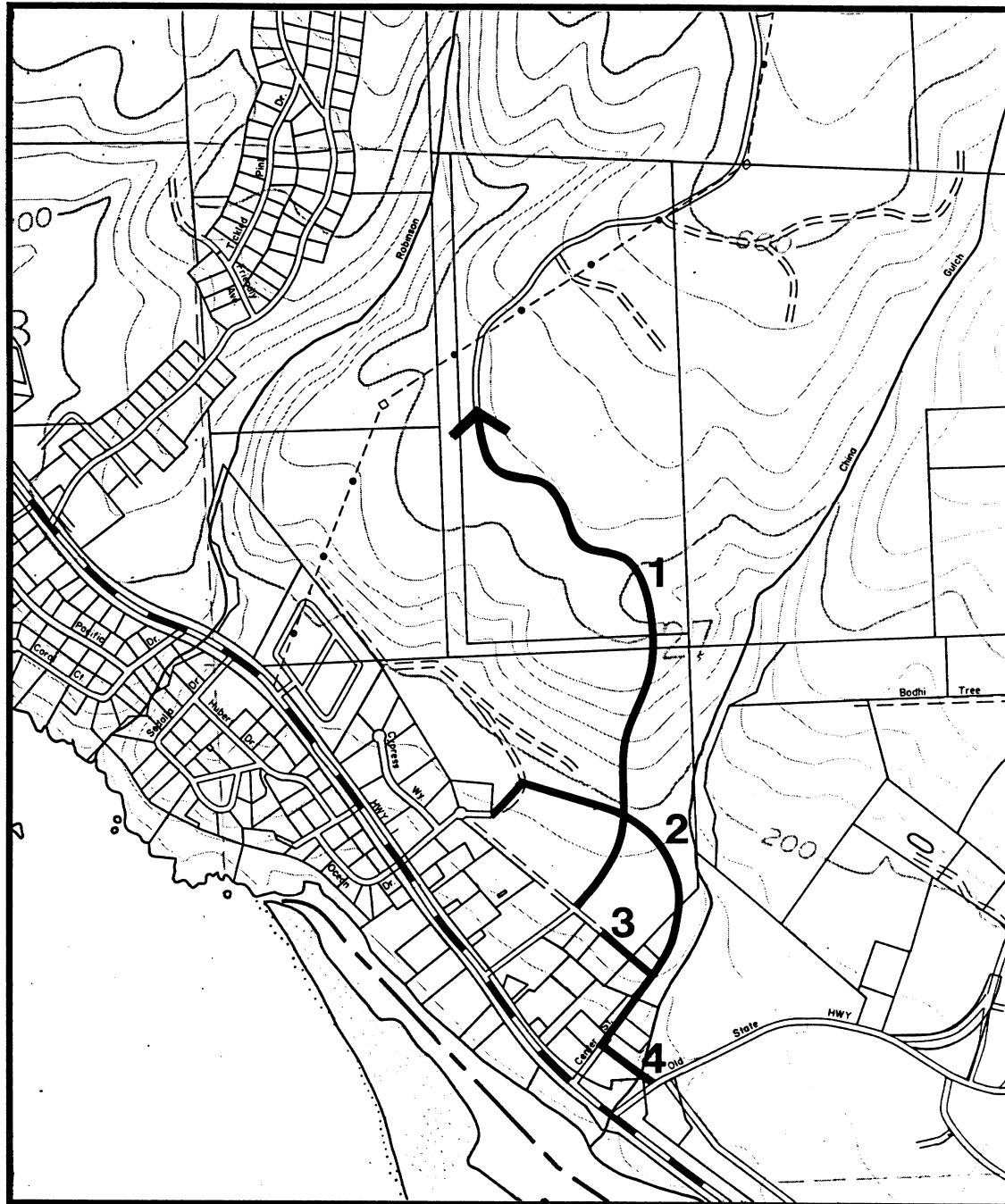


FIGURE 3.4

HIGHWAY 1 STREETSCAPE CROSS-SECTION



- 1 Moonrise St. Extension
- 2 Center St. Extension
- 3 Church St. Extension
- 4 China Gulch Bridge

LOCAL ROAD EXTENSIONS

FIGURE 3.5

Note: The road extensions shown have been tested during preparation of the Gualala Traffic Study, December 1994, and effectively mitigate traffic impacts of permitted development in the Town Plan area. Other road network configurations demonstrated to be equally or more effective in mitigating traffic impacts of new development may be proposed by developers and adopted in lieu of road extensions shown.

▲ North 0 200 400 Ft.

Note: Approximate locations are shown for proposed roadway extensions.

G3.6-9 A streetscape concept for local roads is shown on Figure 3.6. Where appropriate, local roads in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts shall include the following elements within a minimum 60-foot right-of-way:

- 12' travel lane in each direction,
- 8' parking lanes on each side
- 10' strip on each side containing landscaping and 5-foot wide pedestrian walkway

On some local streets, parking lanes may not be appropriate due to topographic and environmental constraints and/or the presence of structures within the required right-of-way. A 40-foot right-of-way may be acceptable on Center Street, the Moonrise extension, and the Church Street extension (north of Ocean Drive, connecting to Pacific Woods Road). Where feasible, the following elements shall be included within the 40-foot right-of-way of local roads:

- 12' travel lane in each direction
- 8' strip on each side containing landscaping and a 5-foot wide pedestrian walkway

An alternative way of creating narrower streets is to restrict traffic to one direction. As the road network is expanded in the future, consideration shall be given to the possibility of incorporating one-way streets into the local road network.

G3.6-10 Prior to the implementation of any physical roadway improvements, Caltrans and the County shall consider implementation of possible trip-reducing measures. The development of pedestrian walkways and bike paths in the Gualala commercial district, provision of mixed-use development, and provision of local public transit have been identified as the most effective techniques for reducing the number of vehicle trips.

G3.6-11 Level of Service E shall be maintained on all Highway 1 road segments and intersections in the commercial district. New development shall not be approved if Level of Service E will not be maintained on all Highway 1 road segments and intersections in the commercial district. The five-year review of the Gualala Town Plan should include a review and analysis of current highway levels of service and new projections of levels of service to determine if there will be any deterioration below Level D for any Highway 1 road segments or intersections within the commercial district of the Town Plan area. If Level of Service D is not being maintained, steps should be initiated to ensure that levels of service are improved in the affected areas. The five-year review of the Gualala Town Plan should also consider the development of a cost-sharing plan for traffic mitigation measures. Traffic mitigation measures and traffic control measures, including traffic signals, should be considered as methods of improving level of service at the intersections of

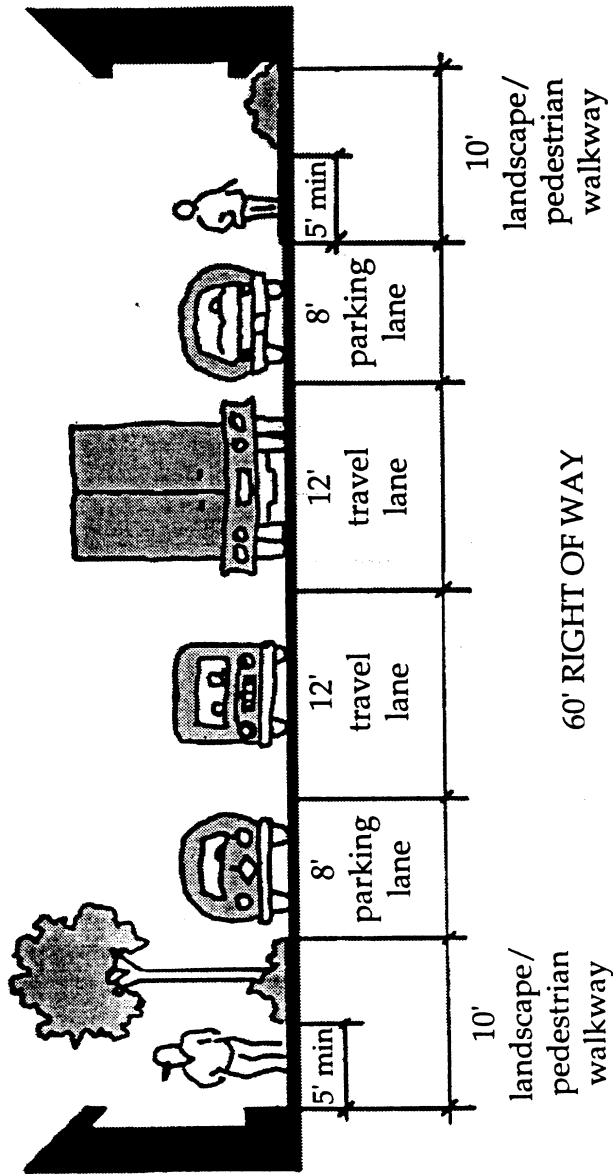


FIGURE 3.6

LOCAL ROADS STREETSCAPE CROSS-SECTION

State Route 1 and Sundstrom Mall, Ocean Drive, and Pacific Woods Road consistent with the findings of the Gualala Traffic Study - February, 1995.

Parking

- G3.6-12 No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage.
- G3.6-13 Off-street parking shall be provided in accordance with the standards established in the "Off-Street Parking" chapter of the Coastal Zoning Code. The "Design Guidelines" chapter of the Gualala Town Plan provides additional policies for vehicle access and parking design.

Pedestrian Access

- G3.6-14 A continuous pedestrian walkway shall be provided on the east side of Highway 1, from Old State Highway to the Gualala Mobile Court and on the west side of Highway 1 from Old State Highway to Robinson Reef Road. Additional pedestrian walkways may be necessary to serve future development on the east side of Highway 1 between Gualala Mobile Court and Pacific Woods Road.

Pedestrian walkways may be located anywhere within the designated landscaping/sidewalk area, but shall connect with existing walkways on adjoining parcels or provide for a reasonable connection to future pathways on adjoining parcels. Policies in the "Design Guidelines" chapter of the Gualala Town Plan provide guidance for the development of pedestrian walkways.

- G3.6-15 Pedestrian walkways and landscaping shall be provided along local roads within the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned development districts as illustrated on the Local Roads Streetscape Cross-section (Figure 3.6). Where feasible, walkways and landscaping shall be located in the public road right-of-way. An encroachment permit from the Mendocino County Department of Public Works is required for all improvements within County road rights-of-way.

All pedestrian walkways shall be a minimum of five (5) feet in width and shall be constructed of concrete. Exceptions to the strict application of these standards may be granted by the approving authority if it is found that strict adherence is not feasible or would have significant adverse impacts on natural resources, aesthetics, or other environmental factors.

- G3.6-16 Landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Landscaping shall be established and maintained in accordance with the "Design Guidelines" of the Gualala Town Plan.

G3.6-17 Pedestrian crosswalks shall be provided at the following locations on Highway 1:

Sundstrom Center entry	Ocean Drive
Seacliff	Center Street

G3.6-18 Pedestrian crosswalks shall be constructed of flush pavers. Pavers used at crosswalk areas must: (a) be flush with the adjacent paving; (b) be skid-resistant; (c) be contained within a cast concrete perimeter to prevent loosening; and (d) have small, tight joints to accommodate wheelchairs and strollers.

G3.6-19 All crosswalks and pedestrian walkways shall be accessible to disabled persons and meet the requirements of the Americans with Disabilities Act.

3.7 RECREATION FACILITIES, COASTAL ACCESS & TRAILS

Recreation Facilities

G3.7-1 Within two years of Plan certification, the County should initiate preparation of a feasibility study for the acquisition and development of public parks and recreation facilities in the Gualala Town Plan area.

Coastal Access and Trails

G3.7-2 The Gualala Bluff Trail shall be developed within the 25-foot wide public access easements located along the bluff edge west of Highway 1. Offers to dedicate easements for public access shall be obtained to provide for the completion of the Gualala Bluff Trail consistent with Coastal Element policies and in consultation with the Redwood Coast Land Conservancy or other managing agency for the Gualala Bluff Trail.

G3.7-3 The parcel located on the north bank of the Gualala River, immediately north of the Gualala River Bridge and west of Highway 1, should be acquired for protection of natural resources and public access purposes by the County, State Parks, Caltrans, a non-profit land trust, or some other public agency or private association, or managed for protection of natural resources and public access purposes by its owners. Potential development on the site includes development of the Gualala Bluff Trail; fish and wildlife habitat management; limited parking for public fishing; and access for launching small craft such as canoes, kayaks, rowboats or small boats utilizing trolling-type motors.

If and when such acquisition occurs, the parcel shall be classified as Open Space in the Land Use Plan. Prior to development of any public access facilities on the site, a management plan shall be prepared, in accordance with Coastal Element public access policies, to ensure the long-term protection of natural resources and

- maintenance of the property. Development of the Gualala Bluff Trail on this parcel may involve use of the Highway 1 right-of-way or acquisition of an easement along the bluff of the Lower Mill site east of Highway 1 to ensure the protection of environmentally sensitive habitat areas along the Gualala River estuary.
- G3.7-4 A pedestrian and bicycle trail which links Gualala and Anchor Bay and connects to coastal access trails shown on the Land Use Plan maps shall be developed within Highway 1 and Old Coast Highway (CR #513) rights-of-way and easements acquired for public access.
- G3.7-5 A pedestrian trail providing public access for fishing, hiking, and swimming shall be developed on the north side of the Gualala River from Highway 1 to the easternmost boundary of the Gualala Arts Center property. Offers to dedicate easements for lateral access shall be acquired consistent with Coastal Element access policies and Section 66478.1 et.seq. of the California Government Code. If feasible, this trail shall connect to the Gualala Bluff Trail.
- G3.7-6 Based on an inventory of existing and potential trail alignments, a network of trails shall be designated which connects commercial areas, neighborhoods, visitor accommodations, areas of scenic beauty, and recreational facilities. Priority for trail alignments shall be along public and private road rights-of-way and trails that are currently in use. Access easements shall be acquired from property owners on a voluntary basis (i.e., gifts, open space and conservation easements) as conditions associated with development (i.e., deed restrictions, offers to dedicate), or by direct property acquisition. Trails shall be developed and maintained by the County, State Parks, Caltrans, a non-profit land trust, or some other public agency or private association.
- G3.7-7 GMAC shall review, evaluate, and prioritize the Offers to Dedicate (OTDs) and Deed Restrictions which the Coastal Commission has obtained through the coastal permit process within the GTP planning area.

Visitor-Serving Facilities

- G3.7-8 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- G3.7-9 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

3.8 PROTECTION OF ENVIRONMENTAL RESOURCES

- G3.8-1 The County shall encourage and support the protection of fisheries habitat through coordination with responsible State and/or Federal permitting agencies regulating water supplies to facilitate compliance with permits which are intended to ensure the viability of the North Fork of the Gualala River. The County shall encourage a joint effort with Sonoma County as well as State and Federal agencies to develop a comprehensive fishery restoration plan for the Gualala River.
- G3.8-2 Any wood-burning appliance to be installed as a primary heat source in residential or commercial development shall be an EPA certified unit. The County shall encourage the use of low pollution heating devices instead of wood-burning heat sources.
- G3.8-3 New development shall be permitted only if the infrastructure and resources to support it are available, or are made available as part of the developer's project plan.
- G3.8-4 New development shall:
- (1) Minimize risk to life and property in areas of high geologic, flood, or fire hazard;
 - (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- G3.8-5 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

3.9 PUBLIC IMPROVEMENTS FINANCING

- G3.9-1 Ordinances requiring dedications or "in lieu" development fees should be adopted by the Board of Supervisors to assist in the acquisition and development of open space, public facilities, walkways and trails identified in the Gualala Town Plan. Development fees shall be structured to levy an assessment which is directly related to the proportional benefit received.

- G3.9-2 Streetscape improvements on Highway 1 identified in the Gualala Town Plan should be financed by a combination of developer impact fees or a new transient occupancy tax for these specific services proposed which should be placed before the voters in the GMAC area. These fees/taxes should be assessed on all properties within the GMAC area of jurisdiction, and the County shall make every effort to have a corresponding assessment/tax adopted by Sonoma County for all parcels on the Sea Ranch. Streetscape improvements off of Highway 1 shall be paid for by developers whose development benefits from said improvements.
- G3.9-3 Special districts may be established to help fund the public improvements identified in the Gualala Town Plan. Assessment districts must be structured to levy an assessment on each property which is directly related to the proportional benefit received.
- G3.9-4 Gifts of parkland, public access easements, conservation easements and open space easements are encouraged and shall be accepted by appropriate managing agencies, when consistent with Coastal Element and managing agency policies.

3.10 WATER AND SEWER SERVICES

- G3.10-1 When the North Gualala Water Company reaches 80 percent of service capacity, as defined in the Development/Constraints Table found in Section 2.5 of this Plan (or any amendments in this capacity due to new facilities), the County shall not approve coastal development permits for developments that require water hookups unless one or more of the action(s) listed below have already been taken to expand water service capacity without violating the Endangered Species Act or any other state or federal law:
- Development of new water supply source (NGWC).
 - Development of increased storage capacity for water supply during low flow periods (NGWC).
 - Increase water conservation efforts (water users).
 - Restrict the amount of new development which increases water usage (County).
- G3.10-2 Either a hook-up to the North Gualala Water Company or an adequate on-site water system, as approved by the Division of Environmental Health, shall be available to serve any new development.
- G3.10-3 Either a hook-up to the Gualala Community Services District or an adequate on-site sewage disposal system, as approved by the Division of Environmental Health, shall be available to serve any new development.

G3.10-4 At such time as a utility company, such as the North Gualala Water Company, or the Gualala Community Services District, proposes to expand its capacity, the County shall require as a condition of the coastal development permit that a certain percentage of the new capacity be reserved for visitor-serving uses. The percentage of the new capacity to be reserved for visitor-serving uses shall be commensurate with the percentage of existing visitor-serving uses as compared to non visitor-serving uses. This percentage should be calculated at the time the service expansion is proposed.

The capacity of any new infrastructure development shall not exceed the buildout potential of the Town Plan.

G3.10-5 A review and possible update of the Plan shall be initiated five years after adoption of said Plan. The review should include an analysis of development constraints/thresholds for water connections and sewer capacity ESDs.

CHAPTER 4 - LAND USE CLASSIFICATIONS

Four new land use classification categories are established in the Gualala Town Plan: Gualala Village Mixed Use; Gualala Highway Mixed Use; Gualala Planned Development and Gualala Industrial. These replace the Commercial and Industrial designations assigned by the Mendocino County Coastal Element (adopted November 1985, revised March 1991) to parcels within the Gualala Town Plan area. The existing land use classifications of the Coastal Element apply to parcels within the Gualala Town Plan area which are designated Suburban Residential, Rural Residential, Remote Residential, Forest Land, and Open Space. While the Gualala Town Plan creates new commercial and industrial use classifications, these classifications reference the Coastal Use Types, as defined by the Coastal Zoning Code.

GUALALA VILLAGE MIXED USE

Map Code: GVMU

Intent: To provide for commercial development and residential development which are compatible with existing commercial uses; to create a compact, integrated, and walkable shopping district; to direct new development east of Highway 1; to provide public access along the bluff; and to protect and enhance coastal and river views.

Principal Uses: The following uses are subject to obtaining a Coastal Development Permit and necessary building permits and approvals.

Residential: Single family dwellings, two-family dwellings, multi-family dwellings, boarding houses

Civic Uses: Ambulance Services, Clinic Services, Cultural Exhibits, Library Services, Day Care Facilities, Small Schools, Fire and Police Protection Services, Group Care, Lodge, Fraternal and Civic Assembly, Religious Assembly

Commercial Uses: Administrative and Business Offices, Agricultural Sales and Services: Household Pets, Agricultural Sales and Services: Veterinary (Small animals); Automotive and Equipment: Parking; Building Maintenance Services; Business Equipment Sales and Services; Communications Services; Eating and Drinking Establishments; Financial Services; Food and Beverage Preparation: Without consumption; Food and Beverage Retail Sales; Funeral and Interment Services; Laundry Services; Medical Services; Neighborhood Commercial Services; Personal Services; Repair Services: Consumer; Retail Sales: General; Wholesaling, Storage, Distribution: Light

Open Space Uses: Passive Recreation

Visitor Accommodations and Services Uses: Bed and Breakfast Accommodations; Visitor-Oriented Eating and Drinking Establishments; Visitor-Oriented Retail Sales

Conditional Uses: The following uses are subject to obtaining a Coastal Development Use Permit and necessary building permits and approvals.

Residential Uses: Mobile Home Parks

Civic Uses: Administrative Services: Government; Alternative Energy Facilities: Onsite; Community Recreation; Educational Facilities; Major Impact Services and Utilities; Minor Impact Utilities

Commercial Uses: Automotive and Equipment: Cleaning; Automotive and Equipment: Gasoline Sales; Automotive and Equipment: Repairs, Light; Automotive and Equipment: Sales/Rentals; Automotive and Equipment: Recreational Vehicles and Boats; Commercial Recreation: Indoor Sports and Recreation; Commercial Recreation: Indoor Entertainment; Commercial Recreation: Outdoor Sports and Recreation; Commercial Recreation: Water-Dependent Recreation; Construction Sales and Services; Recycling Centers; Research Services; Wholesaling, Storage, Distribution: Mini-warehouses;

Open Space Uses: Active Recreation

Visitor Accommodations and Services Uses: Hostel; Hotel; Inn; Motel

Development Requirements: Minimum lot area of six thousand (6,000) square feet.

Density Requirements: Maximum residential density of (A) Single family dwelling units per parcel, or portion thereof, shall be limited to a density of ten (10) units per acre; (B) Multiple family and two-family dwelling units per parcel, or portion thereof, shall be limited to a density of thirty (30) units per acre. Density of visitor accommodation units shall not exceed twenty (20) units per acre, not to exceed thirty (30) units.

Site Development Standards: East of Highway 1

Maximum Building Height: Structures shall be limited to twenty-eight (28) feet in height. Lesser heights may be required where it is found that building heights would have adverse impacts to community character, open space or public views.

Exceptions to the strict application of maximum building heights on the east side of Highway 1 may be allowed for church steeples, flag poles, water towers, utility poles, and other towers and architectural features not for human habitation, where such exceptions are consistent with the intent of the zoning district and a variance is obtained.

Maximum Lot Coverage: The maximum lot coverage for all uses shall be twenty-five (25) percent.

Maximum Floor-Area Ratio: A maximum floor-area ratio of thirty-five (35) percent shall be permitted for all uses.

Site Development Standards: West of Highway 1

Maximum Building Height: Structures shall be limited to eighteen (18) feet in height. Exceptions to the strict application of the eighteen-foot height limit, to a maximum permitted height of twenty-eight (28) feet, may be granted in instances where “significant view corridors” are maintained and subject to the lot coverage and floor area ratio criteria established below.

Minimum View Corridor: All development shall be required to maintain, as a minimum, one view corridor of constant width equal to 30% of the average length of the front and rear parcel boundaries. A “significant view corridor” shall be equivalent to 50% or more of the average length of the front and rear parcel boundaries. An exception may be granted to this standard only if an alternative development configuration will provide a superior public view.

Maximum Lot Coverage: The maximum lot coverage for all uses shall be twenty (20) percent. If significant view corridors are maintained, the maximum lot coverage may be increased to twenty-five (25) percent during the Coastal Development Permit or Coastal Development Use Permit process.

Maximum Floor-Area Ratio: A maximum floor-area ratio of twenty (20) percent shall be permitted for all eighteen (18) foot high structures. Where significant view corridors are maintained, and an exception to the eighteen-foot height limit has been granted, a maximum floor-area ratio of thirty (30) percent shall be permitted.

Minimum Usable Activity Space Requirements for Residential Uses: At a minimum, ten (10) percent of the total lot area in each residential development shall consist of usable activity space. Areas within the required building setbacks may contribute to this requirement.

Off-Street Parking Requirements for Residential Uses: For studio and one-bedroom dwelling units: minimum of one and a half (1.5) on-site parking spaces per unit; For two- or more bedroom dwelling units: minimum of two (2) on-site parking spaces per unit.

Off-Street Parking Requirements for Non-Residential Uses: Off-street parking for non-residential uses shall be provided in accordance with the standards established in “Off-street Parking” chapter of the Coastal Zoning Code. Shared parking arrangements shall be permitted in accordance with the standards established in the Coastal Zoning Code and subject to obtaining a variance.

Vehicle Access Requirements: Shared driveway access between neighboring uses and parcels shall be encouraged. Wherever possible, driveway access shall be provided at the property boundary to permit future negotiations of shared access agreements when adjoining parcels are

developed. Where shared access is provided, a ten percent (10%) reduction in the required parking spaces for all commercial uses shall be permitted for each participating parcel. Driveway access to Highway 1 shall be limited to one driveway per parcel except in instances where more than one access/egress point can be clearly justified.

Pedestrian Access Requirements: All new development shall be required, where feasible, to provide a pedestrian walkway along Highway 1 and local street frontages. Pedestrian walkways shall be a minimum of five (5) feet in width and shall be constructed of concrete. Walkways may be located within the landscaping/walkway corridors of the public rights-of-way, as indicated on the Highway 1 and Local Roads Streetscape Map. The specific location of pedestrian walkways shall be determined by each property owner. However, narrow linear strips of landscaping between walkways and streets shall be discouraged. Required walkways shall connect to existing walkways on adjacent properties' and where such adjacent walkways have not been developed, the required walkways shall be located in areas where the future continuation of the walkway across adjoining properties is feasible.

Landscaping Requirements: A landscape plan shall be required for all new development proposals in the Gualala Village Mixed Use District in accordance with the On-Site Landscaping policies in the "Design Guidelines" chapter of the Gualala Town Plan.

GUALALA HIGHWAY MIXED USE

Map Code: GHMU

Intent: The intent of this district is to provide for commercial and residential development on parcels adjacent to Highway 1 that is attractively sited, designed, and landscaped. Development in this district is intended to limit traffic generation and to lessen the potential for vehicular congestion on Highway 1.

Principal Uses: The following uses are subject to obtaining a Coastal Development Permit and necessary building permits and approvals.

Residential Uses: Single family dwellings; Two-family dwellings; Multiple family dwellings; Boarding houses

Civic Uses: Ambulance Services; Clinic Services; Cultural Exhibits/Library Services; Day Care Facilities/Small Schools; Fire and Police Protection Services; Group Care

Commercial Uses: Administrative and Business Offices; Agricultural Sales and Services; Household Pets; Agricultural Sales and Services; Veterinary (Small animals); Automotive and Equipment: Parking; Building Maintenance Services; Business Equipment Sales and Services; Communications Services; Eating and Drinking Establishments; Food and Beverage Preparation: Without consumption; Food and Beverage Retail Sales; Funeral and Interment Services; Laundry Services; Medical Services; Neighborhood Commercial Services; Personal Services; Repair Services;

Consumer; Retail Sales: General; Wholesaling, Storage, Distribution: Mini-warehouses; Wholesaling, Storage, Distribution: Light

Open Space Uses: Passive Recreation

Visitor Accommodations and Services Uses: Bed and Breakfast Accommodations; Visitor-Oriented Eating and Drinking Establishments; Visitor-Oriented Retail Sales

Conditional Uses: The following uses are subject to obtaining a Coastal Development Use Permit and necessary building permits and approvals.

Residential Uses: Mobile Home Parks

Civic Uses: Administrative Services: Government; Alternative Energy Facilities: Onsite; Community Recreation; Educational Facilities; Major Impact Services and Utilities; Minor Impact Utilities

Commercial Uses: Automotive and Equipment: Cleaning; Automotive and Equipment: Fleet Storage; Automotive and Equipment: Gasoline Sales; Automotive and Equipment: Repairs, Light; Automotive and Equipment: Repairs, Heavy; Automotive and Equipment: Sales/Rentals; Automotive and Equipment: Recreational Vehicles and Boats; Commercial Recreation: Indoor Sports and Recreation; Commercial Recreation: Indoor Entertainment; Commercial Recreation: Outdoor Sports and Recreation; Commercial Recreation: Water-Dependent Recreation; Construction Sales and Services; Recycling Centers; Research Services

Open Space Uses: Active Recreation

Visitor Accommodations and Services Uses: Hostel; Hotel; Inn; Motel

Minimum Lot Area: Six thousand (6,000) square feet

Density Requirements: Single family dwelling units per parcel, or portion thereof, shall be limited to a density of ten (10) units per acre. Multiple and two-family dwelling units per parcel, or portion thereof, shall be limited to a density of twenty-five (25) units per acre. Density of visitor accommodation units shall not exceed fifteen (15) units per acre, not to exceed twenty (20) units.

Site Development Standards: East and West of Highway 1

Maximum Building Height: Structures shall be limited to twenty-eight (28) feet in height. Lesser heights may be required where it is found that building heights would have adverse impacts to community character, open space or public views.

Exceptions to the strict application of maximum building heights on the east side of Highway 1 may be allowed for church steeples, flag poles, water towers, utility poles, and other towers and architectural features not for human habitation, where such exceptions are consistent with the intent of the Zoning District and a variance is obtained.

Maximum Lot Coverage: The maximum lot coverage for all uses shall be twenty (20) percent.

Maximum Floor-Area Ratio: A maximum floor-area ratio of thirty (30) percent shall be permitted for commercial uses. For mixed uses where more than half of the total floor area is dedicated to residential uses, no floor-area ratio shall apply. No floor-area ratio shall apply to residential uses.

Minimum Usable Activity Space Requirements for Residential Uses: At a minimum, ten (10) percent of the total lot area in each residential development shall consist of usable activity space. Areas within the required building setbacks may contribute to this requirement.

Off-Street Parking Requirements for Residential Uses: For studio and one-bedroom dwelling units: minimum of one and a half (1.5) on-site parking spaces per unit; For two or more bedroom dwelling units: minimum of two (2) on-site parking spaces per unit.

Off-Street Parking Requirements for Non-Residential Uses: Off-street parking for non-residential uses shall be provided in accordance with the standards established in the "Off-street Parking" chapter of the Coastal Zoning Code. Shared parking arrangements shall be permitted in accordance with the standards established in the Coastal Zoning Code and subject to obtaining a variance.

Prohibition of "Drive Through" Facilities: To discourage development of commercial uses which generate high traffic volumes and would result in high peak hour turning movements, no "drive through" commercial facilities, except for car washes, shall be permitted in the GHMU District.

Vehicle Access Requirements: Shared driveway access between neighboring uses and parcels shall be encouraged. Wherever possible, driveway access shall be provided at the property boundary, to permit future negotiations of shared access agreements when adjoining parcels are developed. Where shared access is provided, a ten percent (10%) reduction in the required parking spaces for all commercial uses shall be permitted for each participating parcel. Driveway access to Highway One shall be limited to one driveway per parcel except in instances where more than one access/egress point can be clearly justified.

Pedestrian Access Requirements: All new development shall be required, where feasible, to provide an on-site pedestrian walkway along the Highway 1 frontage and local street frontages. The walkway shall be a minimum of five (5) feet in width and shall be constructed of concrete. Walkways may be located within the landscaping/walkway corridors of the public rights-of-way, as indicated on the Highway 1 Streetscape Map. The specific location of pedestrian walkways

shall be determined by each property owner. However, narrow linear strips of landscaping between walkways and streets shall be discouraged. Required walkways shall connect to existing walkways on adjacent properties and, where such adjacent walkways have not been developed, the required walkways shall be located in areas where the future continuation of the walkway across adjoining properties is feasible.

Landscaping Requirements: A landscaping plan shall be required for all new development proposals in the GHMU District in accordance with the On-Site Landscaping policies in the "Design Guidelines" chapter of the Gualala Town Plan.

GUALALA PLANNED DEVELOPMENT

Map Code: GPD

A series of community workshops were held in Gualala to develop a vision of the role of the two GPD properties in the context of community-wide development. Although these plans are not binding on GPD property owners, they provide an indication of the types of development which are likely to engender community support on these two important pieces of commercial property. The conceptual plans prepared at the workshops included the following elements:

GPD District on hillside east of Church Street:

This area was identified as the prime location for expansion of the commercial district in Gualala. Referred to as the Town Center in the conceptual plans, the location of this parcel provides an opportunity for creation of an alternate street network (as opposed to the highway strip) and development of a concentration of commercial uses which may encourage more pedestrian activity in town.

Generally, the portion of this property fronting Church Street was viewed as appropriate for local-serving commercial uses and public and civic facilities (such as churches, firehouse, medical center, post office and possibly a future town hall). A key element included in the conceptual plan developed at the workshops was a Village Green located to the northeast of the current Moonrise/Church Street intersection. Ideally, the Village Green will be acquired as a public open space/recreational facility. The upper hillslopes of this property were identified as potential residential areas, with the possible inclusion of senior housing facilities near the existing medical center.

The Town Plan includes a local road plan which establishes approximate locations for future road expansions and connections, and standards for local roads in the commercial district. Development on this parcel would require expansion of the local road network, including Ocean Drive, Moonrise, Center Street, and possibly a connector to Old Stage Road on the ridge.

GPD District on the Lower Mill site, east of Highway 1 and south of Old State Highway:

This property was identified as an appropriate location for a mixture of residential and commercial uses, including the development of a concentration of visitor-serving facilities. The flat topography of the Lower Mill site establishes it as one of the few sites in town which would permit development of relatively high density residential uses.

Consideration will be given to the effect of development on views from Highway 1 and Gualala Point Regional Park, protection of sensitive resources associated with the Gualala River, the need for pedestrian and vehicular connections to the core commercial district of Gualala, and recreational opportunities associated with the Gualala River.

Intent: To require comprehensive planning for development of the two large (40+ acre) commercial properties in the Town Plan area; to allow for substantial community review and comment on development proposals for GPD properties; to establish a flexible and streamlined permitting process for the phased development of multiple uses on these properties; to encourage imaginative development plans which provide for a mixture of residential, commercial, and community recreation/open space uses which is integrated with surrounding development; to ensure the provision of adequate infrastructure to serve future development on the GPD District parcels, and to coordinate the expanded circulation network necessary to serve such development.

Development Permitting Process: A two-stage planning process, requiring a Master Development Plan and a Precise Development Plan is established for the GPD Districts. The development plans will provide general and specific criteria regulating future development within the GPD Districts.

The Precise Development Plans for the GPD Districts can be considered a type of use permit which governs the establishment of multiple uses on these large sites. The processing of applications for Master Development Plans and Precise Development Plans shall proceed in accordance with the procedures established for Coastal Development Use Permits. Conditions may be incorporated into the approved plans, similar to the conditions attached to a use permit. The Precise Development Plan process incorporates the Coastal Development Permit approval process. Any person holding an approved master or Precise Development Plan may apply for an amendment, including modification of the terms of the plan, and waiver or alteration of the conditions imposed on the plan.

The Master/Precise Development Plan process represents a streamlining of the County's permit-processing requirements, since once a Precise Development Plan has been approved, no further discretionary approvals are necessary. In other words, property owners/developers will not be required to obtain individual Coastal Development Permits, use permits, variances, etc. for each proposed portion or phase of the development.

Master Development Plan Requirements: The Master Development Plan shall provide a plan for development of GPD District properties and shall incorporate all contiguous land under one

ownership within the GPD District. At a minimum, the Master Development Plan shall include the following elements:

- Location, types and densities of all proposed land uses, including maximum number of residential units, commercial square footage and visitor-serving units
- General alignments for roadways and utilities
- Provisions for public access, open space and recreation facilities
- Determination of availability of water supply, sewer capacity and road capacity to serve development
- Provisions for protection of environmental resources
- Development phasing plan
- Environmental documentation

Precise Development Plan Requirements: After, or concurrent with, approval of a Master Development Plan, a Precise Development Plan is required for the specific phase(s) of development under consideration. The Precise Development Plan shall provide more detailed specifications for phases of development for which permits are sought and shall be consistent with an approved Master Development Plan and Coastal Element policies. No permits shall be issued except in accordance with an approved Precise Development Plan. A Precise Development Plan shall expire and become null and void at the time specified in such permit, or if no time is specified, at the expiration of two years after granting except where construction and/or use of the property in reliance on such permit has been initiated prior to its expiration. Individual Coastal Development Permits shall not be required for development in accordance with an approved Precise Development Plan.

At a minimum, the Precise Development Plan shall include the following elements:

- Lot coverage standards for residential uses
- Lot coverage and floor-area standards for commercial uses
- Lot size requirements
- Minimum front, rear and side yard standards
- Design standards for new development
- Parking standards for new development
- Pedestrian access facilities
- Lighting, signage and landscaping standards
- Additional environmental documentation (if required)
- Coastal Element consistency determination

Principal Uses: All residential, civic and commercial use types other than those listed below as Prohibited Uses shall be considered principal uses in the GPD District upon approval of a Precise Development Plan. Conditions restricting permitted uses may be imposed in the Precise Development Plan. Once a Precise Development Plan has been approved, any change in use type or expansion of use shall require an amendment to the Precise Development Plan.

Prohibited Uses:

Civic use types: Alternative Energy Facilities-Offsite; Cemetery Services

Commercial use types: Animal Sales & Services: Auctioning, Horse Stables, Kennels, Veterinary (large animals); Automotive & Equipment: Storage, Non-operating vehicles

Requirements for Development: At a minimum, fifty percent (50%) of the total lot area within a GPD District must be dedicated to residential uses and the infrastructure and open space necessary to support such uses. In addition, at a minimum, 10 percent of the total lot area within a GPD District must be reserved for visitor-serving facilities. Visitor-serving facilities include, but are not limited to, bed and breakfast accommodations, hotels, motels, inns, and restaurants.

Maximum Visitor Accommodations and Services Density: The maximum size and density of visitor accommodation facilities in the GPD Districts shall be established in the approved Master Development Plan. In no instance may the density of visitor accommodation facilities exceed 20 units per acre. The established densities shall be consistent with the scale and character of the town of Gualala and in conformance with the intent of the GPD District.

Maximum Building Height in GPD Districts: Structures shall be limited to twenty-eight (28) feet in height. Lesser heights may be required where it is found that building heights would have adverse impacts to community character, open space or public views. Height limits for various components of the planned development shall be prescribed in an approved Precise Development Plan. Exceptions to the strict application of maximum building heights may be allowed for church steeples, flag poles, water towers, and other towers and architectural features not for human habitation, where such exceptions are consistent with the intent of the GPD District and a variance is obtained.

Minimum Usable Activity Space Requirements for Residential Uses: Usable activity space shall be provided for all residential uses in accordance with the approved Master Development Plan. At a minimum, ten (10%) percent of the total lot area shall consist of usable activity space in each residential development. Flexibility in the provision of on-site usable activity space shall be granted to encourage developers of the GPD parcels to provide community open space/recreational facilities.

Protection of Sensitive Coastal Resources: The Precise Development Plan must provide for protection of sensitive coastal resources, including views from public areas such as Highway 1 and the Gualala Point Regional Park, and sensitive resources associated with the Gualala River, using such means as establishing vegetative buffers between Highway 1 and developed areas, avoiding siting of structures on slopes adjacent to Highway 1, and avoiding siting development within sensitive habitat areas or the buffer areas established for their protection.

GUALALA INDUSTRIAL

Map Code: GI

Intent: To provide suitable locations for necessary industrial and commercial service activities where transportation facilities and utilities exist or can be provided.

Principal Uses: The following uses are subject to obtaining a Coastal Development Permit and necessary building permits and approvals.

Civic Uses: Ambulance Services; Fire and Police Protection Services

Commercial Uses: Agricultural Sales and Services; Automotive and Equipment: Parking; Building Maintenance Services; Communications Services; Research Services; Wholesaling, Storage and Distribution: Mini-Warehouses; Wholesaling, Storage and Distribution: Light

Industrial Uses: Coastal-Related Industrial; Coastal-Dependent Industrial; Custom Manufacturing: Light Industrial

Open Space Uses: Passive Recreation

Conditional Uses: The following uses are subject to obtaining a Coastal Development Use Permit and necessary building permits and approvals.

Residential Uses: Employee Caretaker Housing

Civic Uses: Administrative Services: Government; Alternative Energy Facilities: Onsite; Alternative Energy Facilities: Offsite; Community Recreation; Major Impact Facilities; Major Impact Services and Utilities; Minor Impact Utilities

Commercial Uses: Animal Sales and Services: Auctioning; Automotive and Equipment: Cleaning; Automotive and Equipment: Fleet Storage; Automotive and Equipment: Gasoline Sales; Automotive and Equipment: Repairs, Light; Automotive and Equipment: Repairs, Heavy; Automotive and Equipment: Sales/Rentals; Automotive and Equipment: Storage, Nonoperating Vehicles; Automotive and Equipment: Storage, Recreational Vehicles and Boats; Construction Sales and Services; Recycling Centers

Industrial Uses: General Industrial; Heavy Industrial

Agricultural Uses: Animal Waste Processing; Forest Production and Processing: General; Forest Production and Processing: Commercial Woodlots; Packing and Processing: Limited; Packing and Processing: General; Packing and Processing: Fisheries By-Products

Extractive Uses: Mining and Processing

Minimum Lot Area: Within water and sewer service areas: six thousand (6,000) square feet. Within water or sewer service areas: twelve thousand (12,000) square feet. Not in water or sewer service area: forty thousand (40,000) square feet.

Building Height Limit for GI Districts: Fifty (50) feet

CHAPTER 5 - DEFINITIONS

For the purposes of implementing the Gualala Town Plan, the following definitions shall apply:

Access: The permission, ability and means for the public to enter and pass to and from property.

Access, Blufftop: A public accessway which runs along the bluff edge of a property.

Access, Coastal: Public rights-of-way to and along the sea.

Access, Lateral: Public accessway for public access and use along the shoreline.

Access, Vertical: Public accessway which extends from the first public road to the shoreline, a bluff edge for public viewing, or to a lateral accessway.

Affordable housing units: Any housing unit or combination of units developed through action of a private, public or nonprofit party, or a combination thereof, which results in the production of housing unit(s) that are capable of being purchased or rented by household(s) with very low, lower or moderate income (as defined by the State Department of Housing and Community Development) based on payment of not more than 30 percent of the gross monthly income, including rent or mortgage, taxes and insurance, when the unit's affordability is protected for an established amount of time.

Building: Any structure having a roof, which is constructed in a permanent position upon the ground and is designed and intended to be used for the shelter or enclosure of persons, animals or property. This definition does not include any type of recreational vehicle, boat, or tent.

Building Height: The vertical distance from the average ground level of the building to the highest point of the roof ridge or parapet wall.

Conditional Use: A use which may be allowed on a conditional and discretionary basis, subject to securing a conditional use permit and also subject to applicable provisions of the Gualala Town Plan, and which is a development that is appealable to the Coastal Commission.

Coastal Development Permit: A permit which may be granted by the appropriate Mendocino County authority, or the Coastal Commission on appeal, for any development within the coastal zone which is not exempt or categorically excluded from the Coastal Development Permit requirement. Special conditions may be imposed in the permitting process to ensure compliance with the policies of the Coastal Element.

Density: The number of dwelling units per acre or square feet, calculated as the total number of dwelling units divided by the total lot area within the boundaries of the lot.

Development Fees: Fees levied on new development to cover the cost of infrastructure or facilities necessitated by that development. The purpose of the fee must relate directly to the need created by the development and its amount must be proportional to the cost of the service or improvement.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Floor-Area Ratio: The ratio (usually expressed as a percentage) of the total floor area within all buildings and structures on a lot to the total area of the lot.

Frontage: That portion of a property line which abuts a legally accessible street right-of-way.

Inclusionary zoning: Zoning measures that mandate the construction of affordable housing or payment of in-lieu fees in accordance with a prescribed formula.

Land Use Plan: The relevant portion of a local government's general plan or local coastal element which provides policies indicating the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions.

Lot Coverage: Percentage of gross lot area covered by all buildings and structures on a lot, including decks, and porches, whether covered or uncovered, and all other projections except eaves.

Parking area: An open area, other than a street or alley, that contains one (1) or more parking space.

Principal Permitted Use (PPU): The use type for each land use classification as designated by the Gualala Town Plan and implementing ordinances that is considered the primary use type for purposes of appeals to the Coastal Commission.

Residential use: A residential dwelling unit occupied by the owner(s) as his/her principal place of residence; or, occupied by long term tenant(s) as his/her principal place of residence.

Second Residential Unit: Either a detached or attached dwelling unit which provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel or parcels as the primary unit is situated.

Sensitive Coastal Resource Areas: Those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include the following:

- (a) Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
- (b) Areas possessing significant recreational value.
- (c) Highly scenic areas.
- (d) Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.
- (e) Special communities or neighborhoods which are significant visitor destination areas.
- (f) Areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons.
- (g) Areas where divisions of land could substantially impair or restrict coastal access.

Setback: A required, specified distance between a building or structure and a lot line or lines, measured perpendicular to the lot line in a horizontal plane extending across the complete length of said lot line or lines.

Urban/rural boundary: Defines the areas to which the Coastal Act's rural land division policy would apply as defined by Section 30250(a) of the Coastal Act and the Coastal Element of the Mendocino County General Plan.

Usable Activity Space: Area within a development which is set aside for out-of-doors recreational use by the residents and their visitors.

Use Permit: A permit which may be granted by the appropriate Mendocino County authority to provide for the accommodation of land uses with special site or design requirements, operation characteristics, or potential diverse effects on surroundings, which are not permitted by right, but which may be approved upon completion of a review process and, where necessary, the imposition of special conditions of approval by the permit granting authority.

Variance: A departure from the specific requirements, excluding uses, of the Zoning Code which may be granted by the appropriate Mendocino County authority when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the requirements of the Zoning Code deprives such property of privileges enjoyed by other property in the vicinity under identical zoning classification. Any variance granted shall be subject to such conditions as will assure that the authorized adjustment shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located.

View corridors: A substantial and unobstructed view of the coastline or ocean from publicly accessible vantage point(s).

Vacation home rental: A single family residential dwelling unit intended for single family occupancy designed to be let or hired as an entire unit for occupancy by transient guests for compensation or profit; not a Visitor Accommodation and Services facility, as defined in Division II of the Mendocino County Code.

CHAPTER 6 - APPENDICES

- A. Residential Reserve Guidelines
- B. Landscape Species Lists

APPENDIX A - RESIDENTIAL RESERVE GUIDELINES

Intent of Residential Reserve designation

To identify an area for future residential expansion adjacent to the town of Gualala. The designation of the Residential Reserve is intended to concentrate future residential development within the Gualala Town Plan area where it could be served by community sewer and water systems and would include a public road connecting the commercial district to the ridge.

Recommended future LCP land use/zoning designation

If and when the General Plan amendments and rezoning for the Residential Reserve area occur, the Planned Development (PD) combining district designation shall be assigned to the parcels to ensure further opportunities for community review and comment in the planning process. The Planned Development designation requires comprehensive planning and permits clustering of development, while protecting the steep hillsides, gulches and other resources of the Residential Reserve area. The ultimate development density of the Residential Reserve shall be established during the Planned Development review process.

Development review process

At a minimum, the following elements shall be addressed in the Planned Development master plan:

- Environmental studies
- Environmental resource protection
- Water availability, sewer and roadway capacity, public service availability
- Designation of development areas
- Designation of open space areas
- Access and circulation plan
- Residential densities/parcel sizes/housing types
- Provision of inclusionary units
- Infrastructure and utilities plan
- Provision of public recreation facilities and trails
- Development standards (roads, grading, vegetation preservation and removal, drainage, etc.)
- Phasing plan
- Coastal Element consistency determination.

Types of housing

A mix of lot and house sizes, including small lots, attached units and multiple family housing, should be provided to create a range of housing opportunities for full-time residents.

Requirements for development of affordable housing units (inclusionary zoning)

A minimum of 10-15% of the total number of units developed in the Residential Reserve area shall be affordable to very low- and low-income households. Alternatively, in-kind contributions of land within the Gualala Town Plan area for affordable housing development may be made in accordance with standards established by the Mendocino County Board of Supervisors.

Clustering of development

Clustering of development within the Residential Reserve area shall be required, with a minimum of 50% of the Residential Reserve area remaining in open space. The 480-acre area is currently zoned with 40-acre (RMR) and 160-acre (FL) minimum lot sizes to protect timber and other natural resources on the site. Clustering development will help to preserve the natural resources, while accommodating relatively high residential development densities.

Protection of environmental resources

The gulches, streams and other environmental resources shall be protected with open space easements, setbacks and clustered development. Hillside development standards which address grading, erosion-control, and vegetation removal and protection shall be included in the Planned Development master plan. Consideration shall be given to the effect of development on views from town and Gualala Point Regional Park.

Access and circulation objectives

A road network shall be created to provide access through the Residential Reserve area, from Old Stage Road to the commercial district. A network of paths shall be included to encourage pedestrian and bicycle access to town and the school/park site and to provide public recreational opportunities in appropriate locations.

Infrastructure considerations

Development of the Residential Reserve area shall be predicated on the availability of community water and wastewater treatment systems, and sufficient reserve capacity on local roads and Highway 1. Consideration shall be given to the capabilities of emergency medical, fire protection and police service providers, solid waste disposal capacity, and schools.

School/park site

A school/park site has been proposed in the Residential Reserve area and is an appropriate element of the Residential Reserve concept.

Parks and Recreation

Adequate public recreational facilities, including trails, public parks and recreational facilities shall be required.

Development fee requirement

Ordinances requiring dedications or "in lieu" development fees may be adopted by the Board of Supervisors for the acquisition and development of open space, public facilities, pedestrian access facilities and streetscape improvements identified in the Gualala Town Plan. Development in the Residential Reserve area shall be required to participate once a fee schedule is adopted by ordinance of the Board of Supervisors.

APPENDIX B - LANDSCAPING SPECIES LIST

The following lists identify species which are recommended for use in landscaping plans in the Gualala Town Plan area. The plants on the lists are mostly drought-tolerant, adapted to wind, and proven performers on the coast. Species marked with an asterisk (*) are native plants. Undoubtedly, there are plants which meet these criteria which have been inadvertently omitted from this list and therefore, landscaping plans are not restricted to the listed species.¹¹

Windbreaks

Calocedrus decurrens*	Incense cedar
Chamaecyparis lawsoniana*	False cypress
Cupressocyparis leylandii	Cypress
Eucalyptus cinerea	Eucalyptus
Eucalyptus ficifolia	Red-flowering Gum
Melaleuca quinquenervia	Melaleuca
Pinus contorta v. contorta*	Shore Pine
Pinus muricata*	Bishop Pine
Pinus sylvestris	Scotch Pine
Pittosporum sp.	Pittosporum

Trees/Large Shrubs

Abies grandis*	Grand fir
Acer macrophyllum*	Big Leaf Maple
Alnus oregona*	Red Alder
Arbutus menziesii*	Madrone
Arbutus unedo	Strawberry Tree
Callistemon sp.	Bottlebrush
Ceanothus 'Dark Star'*	Wild Lilac
Ceanothus Pigeon Point*	Wild Lilac
Ceanothus 'Ray Hartman'*	Wild Lilac
Cedrus atlantica	Atlas Cedar
Cedrus libani	Cedar of Lebanon
Cercis occidentalis*	Redbud
Castanopsis chrysophylla*	Giant Chinquapin
Cornus sp.	Dogwood
Cotoneaster lacteus	Cotoneaster
Crataegus sp.	Hawthorne
Dodonea viscosa	Hop Bush
Drimys landceolata	Winter's Bark
Eriobotrya deflexa	Bronze Loquat
Eucalyptus ficifolia	Red Flowering Gum
Eucalyptus nicholii	Nichol's Willow Leafed Peppermint
Garrya elliptica*	Coast Silk Tassel
Heteromeles arbutifolia*	Toyon, California Holly

¹¹The species lists were compiled with the advice of several local landscape designers including Bob Guffanti, manager of The Growing Concern; Patricia Swengel of Seagal Enterprises; Darren Gabriel of Gualala Redwoods; and The Sea Ranch Association. In addition, the lists were reviewed and revised by MarySue Ittner of the Dorothy King Young Chapter of the California Native Plant Society.

Trees/Large Shrubs (cont'd)

Laurus nobilis	Sweet Bay
Leptospermum laevigatum	Australian Tea Tree
Leptospermum scoparium	New Zealand Tea Tree
Lithocarpus densiflorus*	Tanbark Oak
Liriodendron tulipifera	Tulip Tree
Luma apiculata	Luma
Lyanthamnus floribunda*	Catalina Ironwood
Mahonia sp.*	Mahonia
Malus sp.	Crabapple
Melaleuca sp.	Melaleuca
Myoporum laetum	Myoporum
Myrica californica*	Pacific Wax Myrtle
Photinia fraseri	Photinia
Picea sitchensis	Sitka Spruce
Pinus contorta*	Shore Pine
Pinus muricata*	Bishop Pine
Pinus sylvestris	Scotch Pine
Pittosporum sp.	Pittosporum
Prunus sp.	Prunus
Pseudotsuga menziesii*	Douglas Fir
Pyracantha sp.	Firethorn
Pyrus sp.	Ornamental Pear
Quercus sp.	Oak
Rhododendron sp.	Rhododendron, Azalea
Rhus ovata*	Sugar Bush
Sambucus sp.	Elderberry
Schinus molle	California Pepper Tree
Schinus terebinthifolia	Brazilian Pepper
Sequoia sempervirens*	Coast Redwood
Taxus brevifolia*	Western Yew
Torreya californica*	California Nutmeg
Tsuga heterophylla*	Western Hemlock
Umbellaria californica*	California Bay
Xylosma congesta	Xylosma

Medium Shrubs

Abelia grandiflora	White Forsythia
Acacia verticillata	Acacia
Arctostaphylos sp.*	Manzanita
Baccharis pilularis v. consanguinea*	Coyote Brush
Boronia megastigma	Boronia
Brugmansia sanguineum	Datura
Brugmansia suaveolens	Datura
Carpenteria californica*	Bush Anemone
Ceanothus sp.*	Ceanothus
Cestrum elegans	Red Cestrum
Chamaelaucium uncinatum	Geraldton Waxflower
Chrysanthemum fruticosa	Chrysanthemum
Cistus sp.	Rockrose
Coleonema pulchrum	Breath of Heaven
Coprosma sp.	Coprosma

Medium Shrubs (cont'd)

Corokia cotoneaster	Corokia
Corylus cornuta californica*	California Hazel
Cotoneaster sp.	Cotoneaster
Echium fastuosum	Pride of Madiera
Elaeagnus pungens	Silver Berry
Erica canaliculata	Heath
Erica veitchii	Heath
Escallonia rubra	Escallonia
Euryops pectinatus	Euryops
Garrya elipptica*	Silk Tassel Bush
Grevillea sp.	Grevillea
Hakea sp.	Hakea
Halimium sp.	Sunrose
Hebe sp.	Hebe
Hydrangea macrophylla	Hydrangea
Impatiens oliveri	Poor Man's Rhododendron
Juniperus sp.	Juniper
Lavandula sp.	Lavender
Lavatera sp.	Tree Mallow
Leucodendron sp.	Leucodendron
Leucospermum sp.	Pincushion
Lonicera involucrata*	Twinberry
Lupinus arboreus*	Yellow Bush Lupine
Mimulus aurantiacus*	Sticky Monkey Flower
Myrica californica*	Wax Myrtle
Rhamnus californica*	Coffee Berry
Rhododendron occidentale*	Western azalea
Ribes sanguineum*	Red Flowering Currant
Romneya coulteri*	Matilija Poppy
Rosa californica*	California Wild Rose
Rosa nutkana*	Sweet Briar
Rosa rugosa	Sea Tomato
Rosmarinus officinalis	Rosemary
Salvia sp.	Sage
Thymus sp.	Thyme
Vaccinium ovatum*	Huckleberry
Westringia rosmarinifolia	Westringia

Vines/Vinelike Shrubs

Acer circinatum*	Vine Maple
Hedera helix	English Ivy
Jasminum polyanthum	Jasmine
Lonicera japonica	Honeysuckles
Plumbago capensis	Cape Plumbago
Polygonum aubertii	Silver Lace Vine
Solanum jasminoides	Potato Vine
Sollya heterophylla	Australian Bluebell Creeper

Small Flowering Shrubs, Perennials, Groundcovers

<i>Achillea</i> sp.	Yarrow
<i>Adiantum pedatum</i> *	Five-finger Fern
<i>Arctostaphylos</i> sp.*	Manzanita
<i>Arctotis acaulis</i>	African Daisy
<i>Armeria maritima</i> *	Thrift
<i>Artemisia pycnocephala</i> *	Sandhill Sage
<i>Baccharis pilularis</i> *	Coyote Brush
<i>Brodiaea laxa</i> *	Ithuriel's Spear
<i>Calluna</i> sp.	Scotch Heather
<i>Ceanothus gloriosus</i> *	Point Reyes Ceanothus
<i>Ceanothus griseus</i> *	Carmel Creeper
<i>Convolvulus cneorum</i>	Bush Morning Glory
<i>Convolvulus mauritanica</i>	Ground Morning Glory
<i>Correa</i> sp.	Australia Fuschia
<i>Delosperma</i>	Iceplant
<i>Dryopteris</i> sp.	Wood Fern
<i>Dudleya farinosa</i> *	Live Forever
<i>Erigeron glaucus</i> *	Beach Aster
<i>Erigeron karwinskiana</i>	Mexican Daisy
<i>Eriogonum</i> sp.*	Wild Buckwheat
<i>Erodium</i> sp.	Cranesbill
<i>Erysimum linifolium</i>	Wallflower
<i>Felicia amelloides</i>	Blue Marguerite
<i>Fragaria chiloensis</i> *	Sand Strawberry
<i>Fuchsia</i> sp.	Fuschia
<i>Gaultheria shallon</i> *	Salal
<i>Gazania</i> sp.	Gazania
<i>Geranium</i> sp.	Cranesbill
<i>Grindelia stricta</i> *	Gum Plant
<i>Helichrysum</i> sp.	Strawflower
<i>Iris douglasiana</i> *	Wild Iris
<i>Juniperus conferta</i>	Shore Juniper
<i>Lamprantus</i>	Iceplant
<i>Lantana</i> sp.	Lantana
<i>Lavandula</i> sp.	Lavender
<i>Limonium perezii</i>	Statice
<i>Lupinus arboreus</i> *	Yellow Bush Lupine
<i>Lotus</i> sp.*	Trefoil
<i>Mimulus aurantiacus</i> *	Sticky Monkey Flower
<i>Monardella villosa</i> *	Coyote Mint
<i>Origanum</i> sp.	Marjoram
<i>Osteospermum fruticosa</i>	African Daisy
<i>Penstemon</i> sp.	Beard Tongue
<i>Polystichum munitum</i> *	Sword Fern
<i>Ribes viburnifolium</i> *	Evergreen Currant
<i>Santolina</i> sp.	Santolina
<i>Salvia</i> sp.	SageSatureja douglasii* Yerba Buena
<i>Scaevola aemula</i>	Mauve Clusters
<i>Sedum</i>	Stonecrop
<i>Sollya heterophylla</i>	Australian Bluebell Creeper
<i>Thymus</i> sp.	Thyme

Small Flowering Shrubs, Perennials, Groundcovers (cont'd)

Tulbaghia violacea	Society Garlic
Verbena rigida	Verbena
Verbena tenuisecta	Verbena

**INVASIVE SPECIES: NOT RECOMMENDED FOR USE
IN LANDSCAPING PLANS**

Ammophila arenaria	European Beach Grass
Acacia dealbata	Green Wattle
Carpobrotus chilensis	Iceplant
Carpobrotus edulis	Iceplant
Centaurea solstitialis	Yellow Star-thistle
Cirsium vulgare	Bull Thistle
Conium maculatum	Poison Hemlock
Cortaderia jubata	Pampas Grass
Cortaderia selloana	Pampas Grass
Cytisus scoparius	Scotch Broom
Eucalyptus globulus	Eucalyptus (Blue Gum)
Erechtites glomerata	New Zealand Fireweed
Foeniculum vulgare	Fennel
Genista monspessulana	French Broom
Mesembryanthemum	Iceplant
Pinus radiata	Monterey Pine
Ranunculus repens	Creeping Buttercup
Raphanus sativus	Wild Radish
Rubus discolor	Himalayan Blackberry
Senecio jacobaea	Tansy Ragwort
Senecio mikanioides	German Ivy
Silybum marianum	Milk Thistle
Spartium junceum	Spanish Broom
Ulex europaea	Gorse
Vinca major	Periwinkle
Watsonia bulbifera	Watsonia